BookletChart™

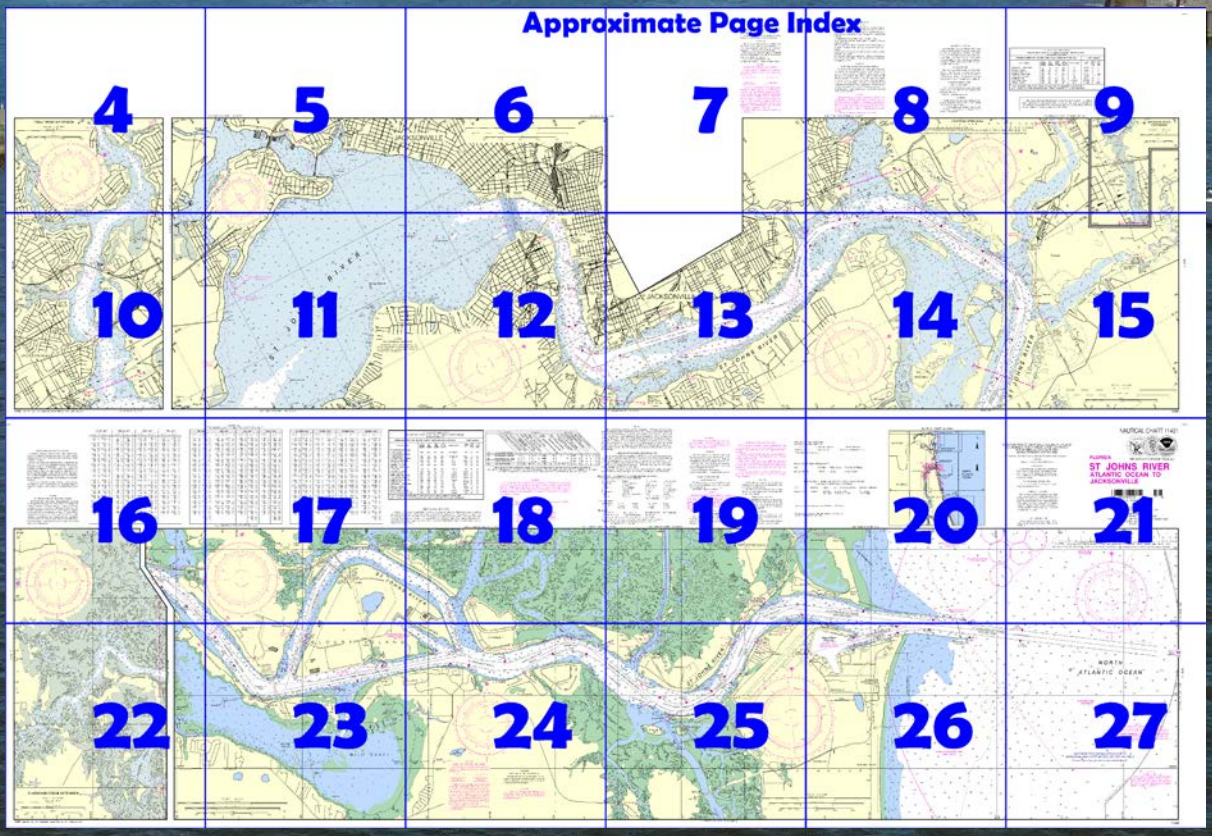
St. Johns River – Atlantic Ocean to Jacksonville

NOAA Chart 11491

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

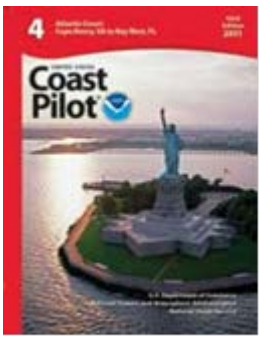
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11491



(Selected Excerpts from Coast Pilot) Communications and areas of concern.– The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents often set across the ends of the jetties. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. Low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes. (See Coast Pilot for further discussion).

Areas of particular concern.–Four areas in the St. Johns River are considered to be particularly troublesome. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. (See Coast Pilot for further discussion).

Intracoastal Waterway (30°23.1'N., 81°27.8'W.). This waterway is used extensively by tows, and its junction with the St. Johns River is subject to strong and unpredictable crosscurrents at various stages of the tide. The situation is further complicated by repair docks on the north side which may require speed reductions to reduce wake. (See Coast Pilot for further discussion).

Dames Point Turn (30°23.1'N., 81°33.6'W.). Navigation of this sharp turn is complicated by crosscurrents coming from the old channel behind Blount Island which tend to set a vessel deep into the bend on both the flood and ebb. In addition, the channel in this area is used as a turning basin for vessels using Blount Island terminal and the waterfront facilities in the old channel to the west of Blount Island.

Trout River Cut (30°23.3'N., 81°37.6'W.). This dredged channel extends through rock formations, and deep loaded vessels must exercise great care not to leave the channel in this area. Local knowledge is necessary to predict current effects as they tend to set across the channel on both the flood and ebb. Poor handling vessels should use an assist tug when transiting the area of Trout River Cut and Chaseville Turn to avoid being set on vessels transferring at the many oil terminals on the west bank of the river.

Commodore Point (30°19.1'N., 81°37.7'W.). The nearly 90-degree turn at Commodore Point is complicated by the Hart Bridge, with its piers located in the turn, as well as the Matthews Bridge just to the north. Poor handling vessels, or those whose engines are questionable for any reason, should use assist tugs to avoid being set on the support piers of either bridge.

Smaller vessels continuing up the river are advised that about 2 miles above Commodore Point, at a bend in the river at **Hendricks Point** (30°19.1'N., 81°39.8'W.), a series of four bridges is within a 0.7 mile reach. Mariners should ensure that they can clear the closed bridges or that they can navigate safely between the bridges when opening. There is limited stopping and turning room once committed to the transit of the area which is subject to strong currents in the constricted bend.

The **tidal currents** are strong in St. Johns River as far as Jacksonville. The currents at the entrance between the jetties require special attention. The Bar Pilots report that 1 hour after the beginning of a blow from any direction from north through east to south, a very strong current sets with the wind across the end of the jetties, and the condition is usually dangerous; when such winds reach gale force, the positions of the buoys should not be relied upon as they may drag from station.

The velocity of the current between the jetties is 1.9 knots on the flood and 2.3 knots on the ebb; at Mayport, 2.2 knots on the flood and 3.1 knots on the ebb; at Mile Point, 2.7 miles above the mouth, about 2.8 knots. At downtown Jacksonville (Commodore Point), the velocity of current is about 1.0 knot; however, in 1967 a naval vessel reported being forced against the Acosta highway bridge by flood currents estimated to exceed 5 knots. Caution should be exercised in this area. The flood is increased by northeasterly and easterly winds and the ebb by southwesterly and westerly winds. (See the Tidal Current Tables for daily predictions)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 30°20'

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

North American Datum of 1983
(World Geodetic System of 1984)

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

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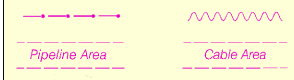
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus: –|–

The last three digits are omitted. |

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

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All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY

The project depth is 12 feet from Fernandina Beach to Fort Pierce, then 10 feet to Miami.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

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NORTHERN RIGHT WHALE CRITICAL HABITAT 59
precautionary area: 50 CFR 226.203c, 224.103c; see note A)
49
It is illegal to approach any right whale anywhere closer than 500 yards.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)

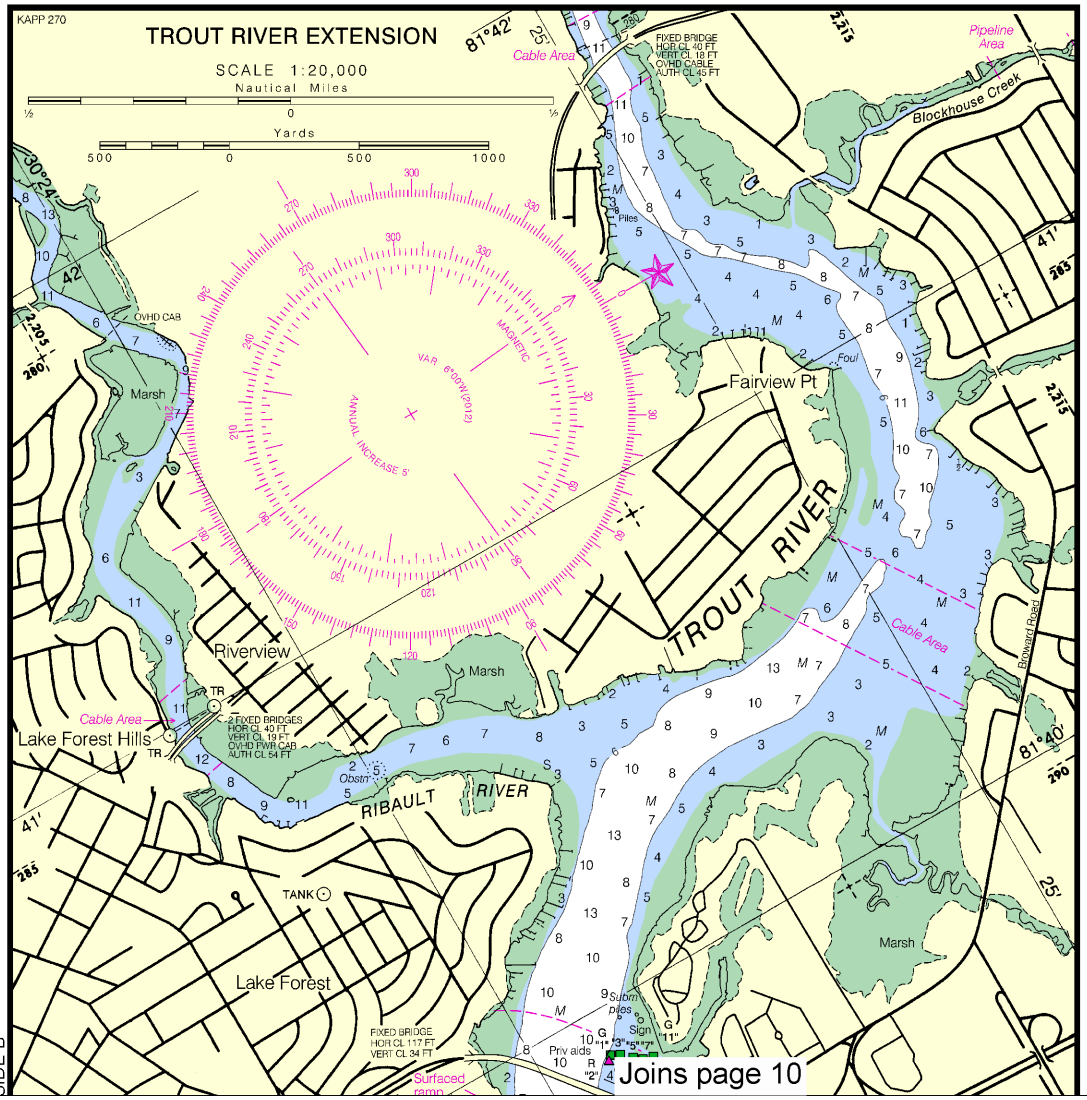
*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.550	24 hours daily

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
Mayport, FL	NMA-10	2670 kHz	1:20 AM & PM	*On receipt
		157.100 MHz	7:15 AM, 5:15 PM	*On receipt



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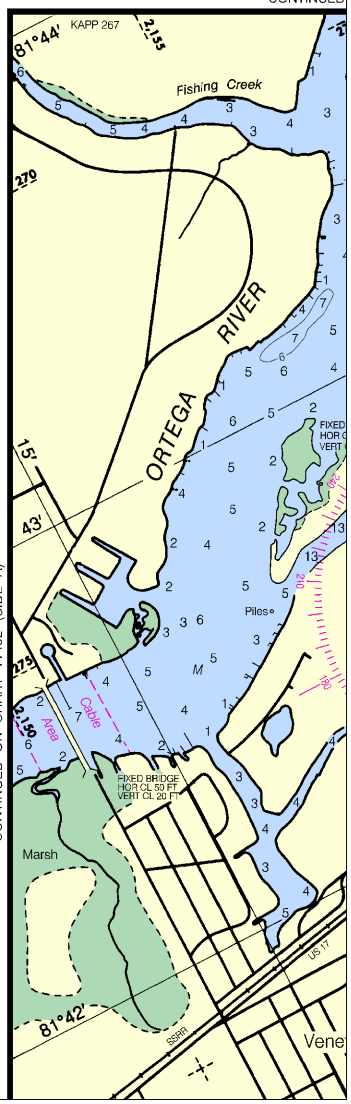


CONTINUED ON CHART 11492 (SIDE A)

4

Note: Chart grid lines are aligned with true north.

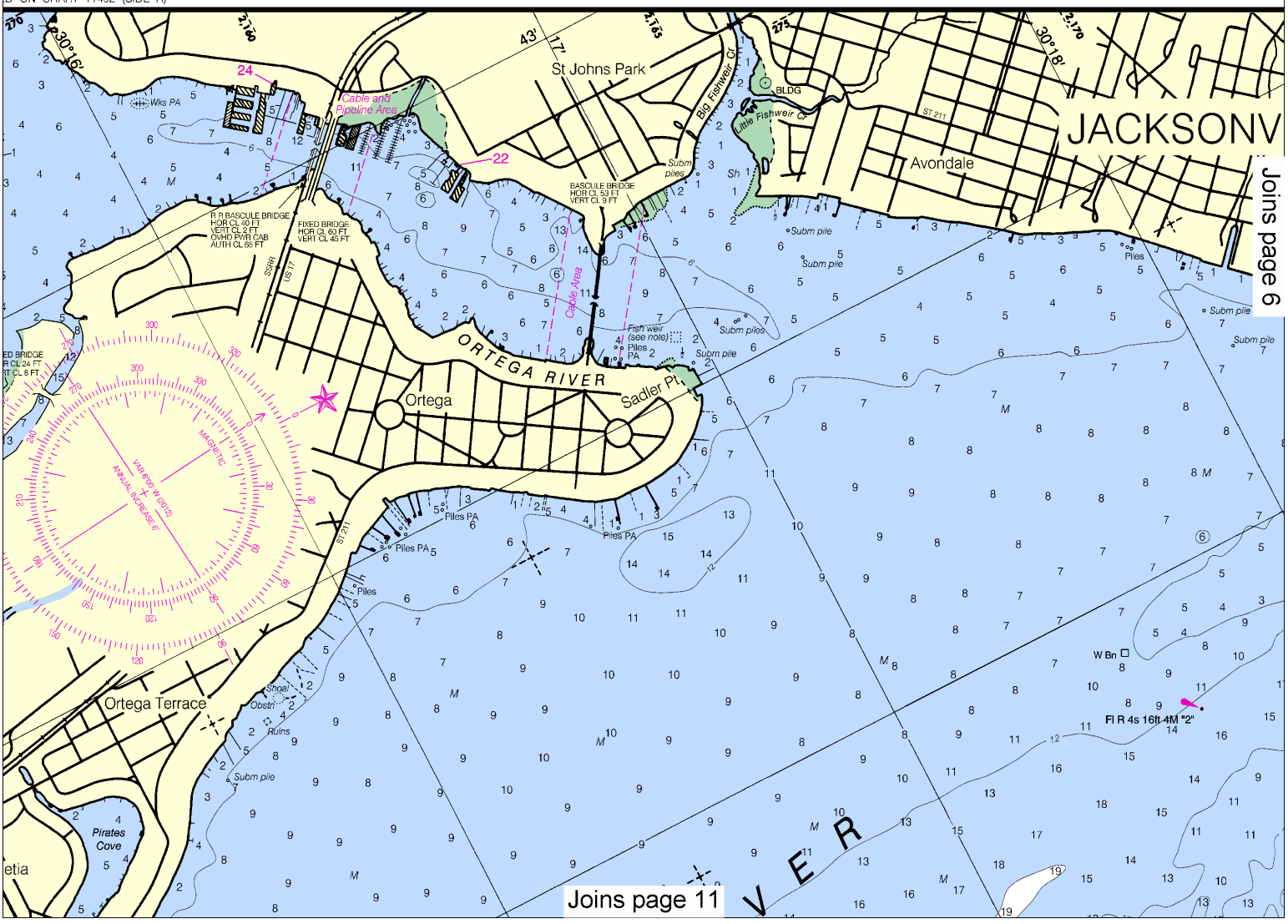
Printed at reduced scale. ~~SCALE 1:20,000~~

Nautical Miles: 0 — 1 — 1 ½

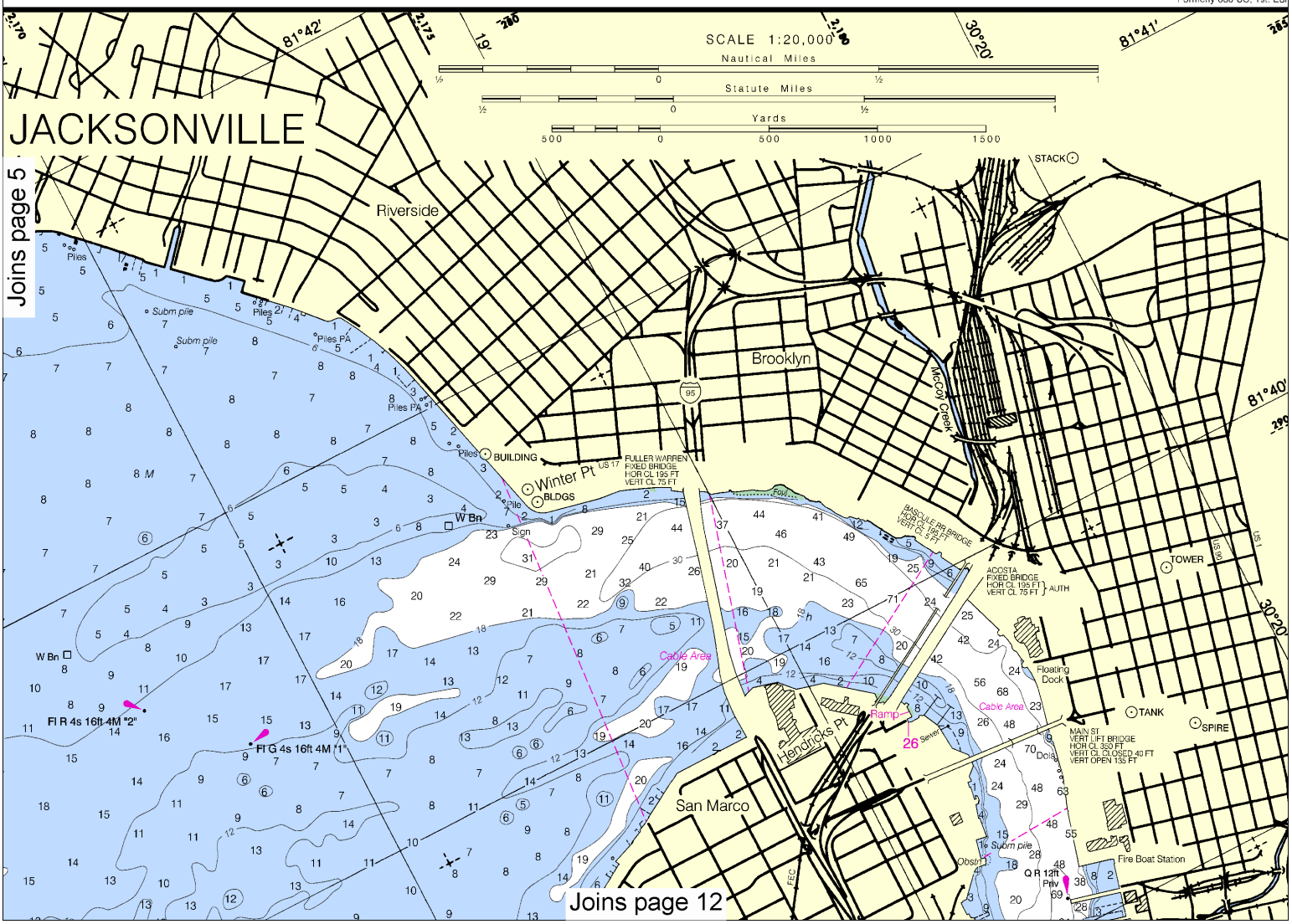
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

See Note on page 5.

D ON CHART 11492 (SIDE A)



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

Yards

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Blount Island Bridge	(30°25'N/81°33'W)	3.8	3.6	0.1
Dames Point	(30°24'N/81°34'W)	3.4	3.3	0.1
Fulton	(30°23'N/81°30'W)	4.0	3.8	0.1
Phoenix Park	(30°23'N/81°38'W)	2.8	2.6	0.1
Jacksonville, Long Branch	(30°22'N/81°37'W)	2.7	2.6	0.1
Ortega River entrance	(30°17'N/81°42'W)	1.3	1.2	0.1
Piney Point	(30°14'N/81°40'W)	1.0	0.9	0.1
Mayport (Bar Pilots Dock)	(30°24'N/81°26'W)	5.0	4.7	0.1
Mayport Naval Station	(30°24'N/81°25'W)	5.2	4.9	0.1
Jacksonville, Main Street Bridge	(30°19'N/81°40'W)	2.0	1.9	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jun 2012)

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Pipeline Area *Cable Area*

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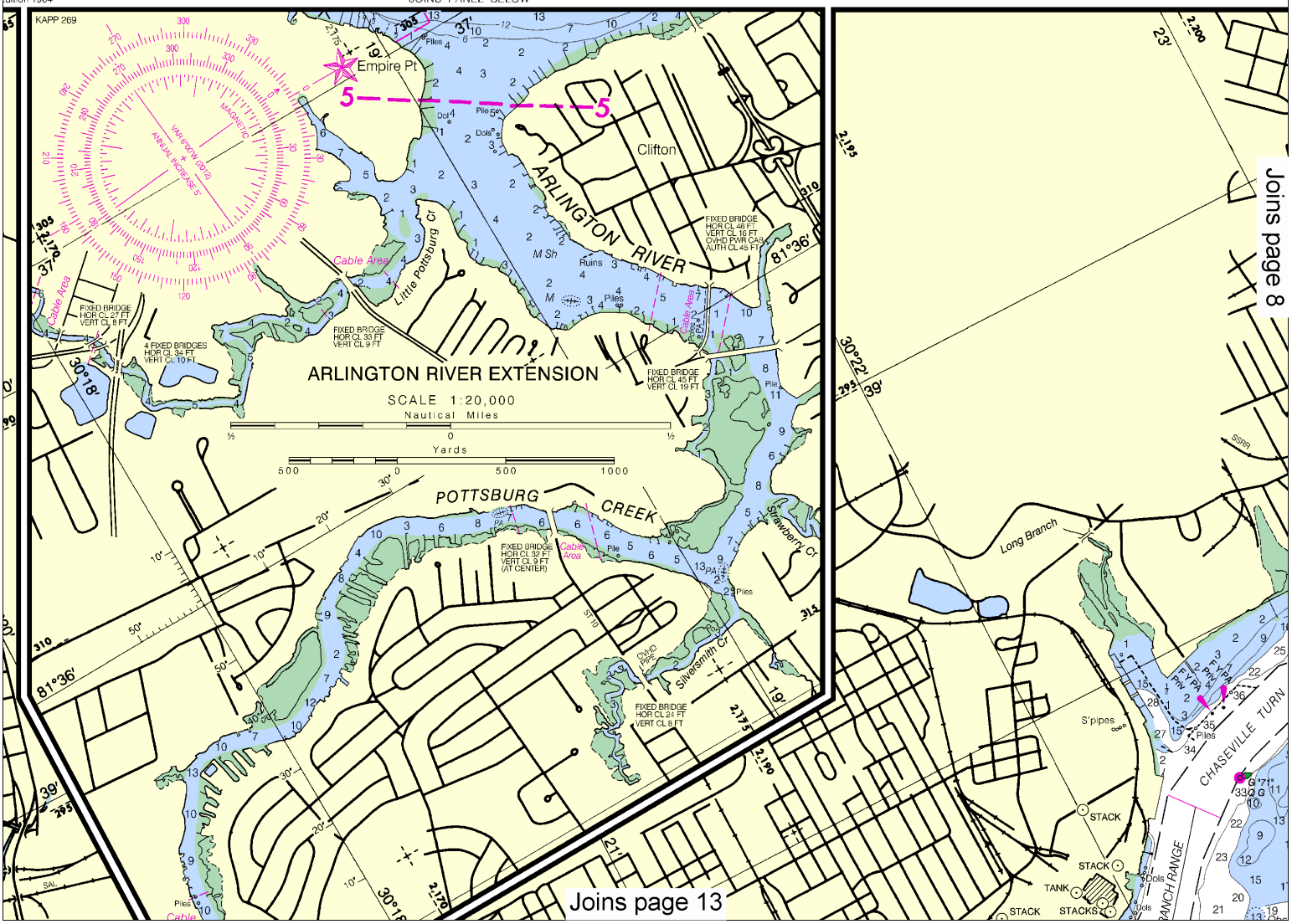
dition 1964

JOINS PANEL BELOW



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RACING BUOYS

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PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus: -+-

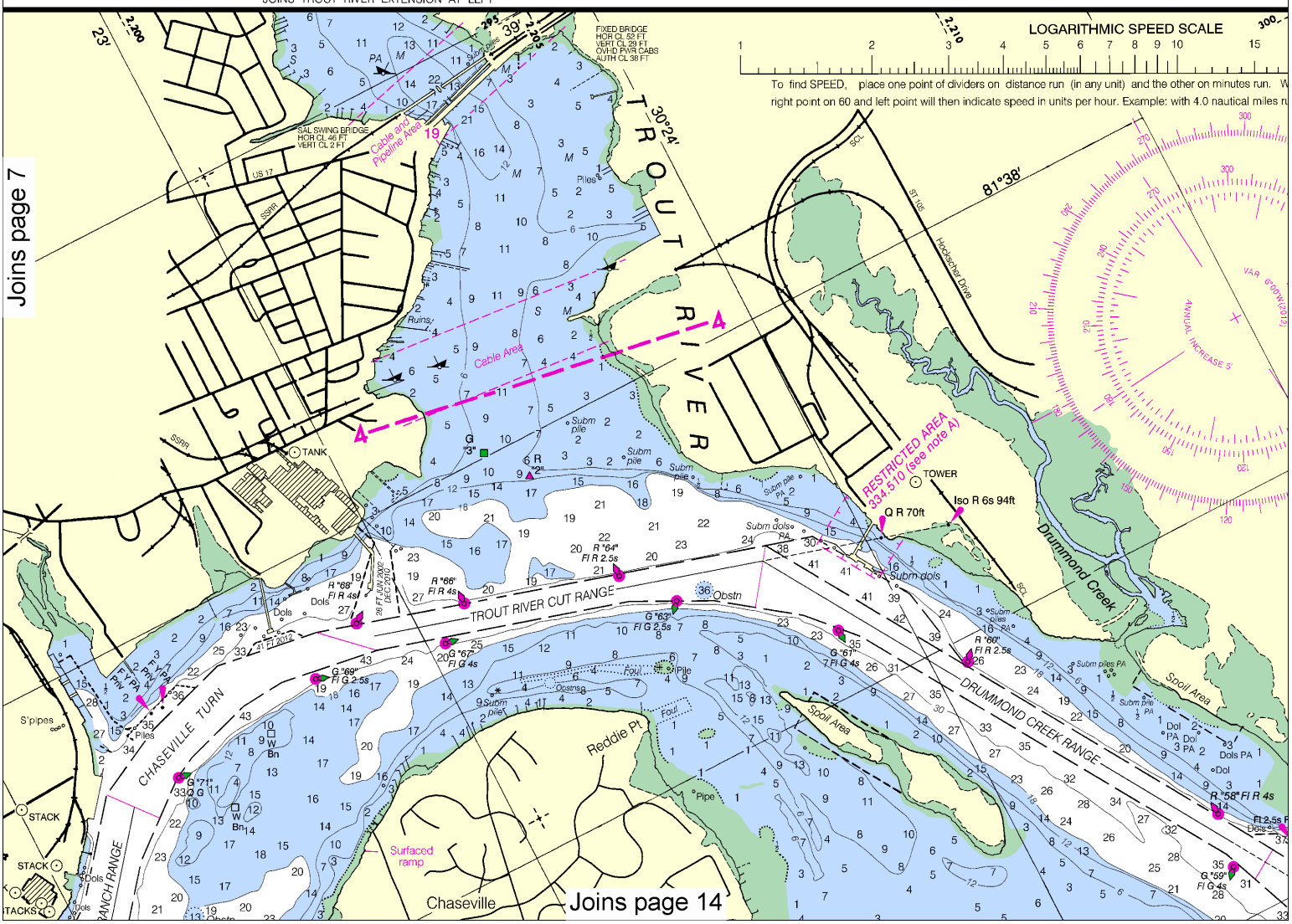
The last three digits are omitted.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

JOINS TROUT RIVER EXTENSION AT LEFT



Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Note: Chart grid lines are aligned with true north.

ST. JOHNS RIVER CHANNEL DEPTHS

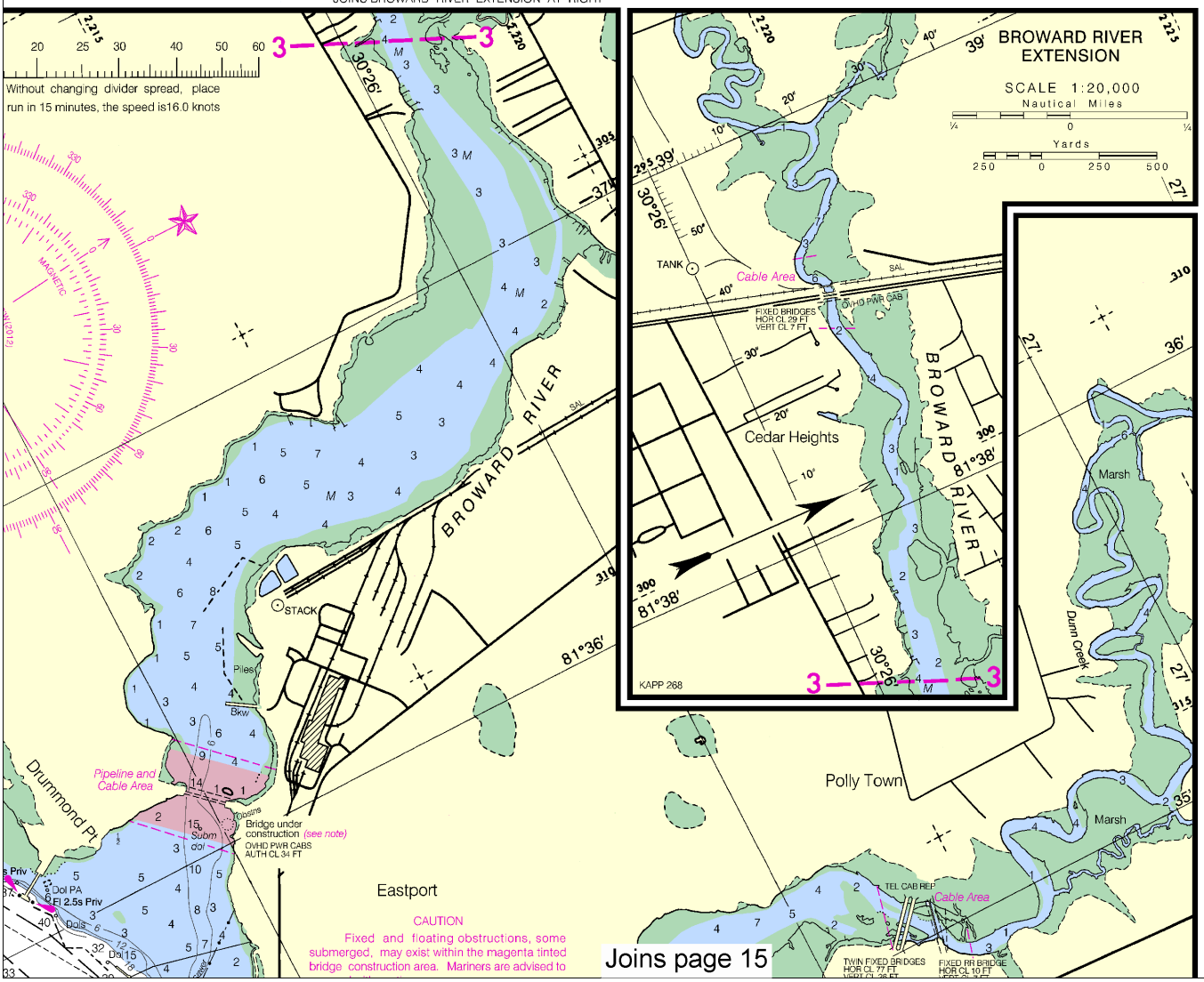
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006 AND SURVEYS TO FEB 2012

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
QUARANTINE I. UPPER RANGE	38.3	41.0	42.6	39.7	2-12	525-950	0.8	40
BRILLS CUT RANGE	35.5	41.3	41.4	38.2	2-12	425-600	1.0	40
BROWARD POINT TURN	31.1	35.3	42.4	42.2	2-12	475-825	0.8	40
DRUMMOND CREEK RANGE	39.4	41.3	41.9	39.9	2-12	375-850	1.3	38-40
TROUT RIVER CUT RANGE	37.9	40.0 A	39.6	39.7	2-12	400-850	1.0	38
CHASEVILLE TURN	41.4	43.0	42.0	41.1	2-12	500-800	0.6	38
LONG BRANCH RANGE	36.6	40.5	41.0	39.9	2-12	650-1325	0.6	38
TERMINAL CHANNEL	23.2	28.5	22.3	18.8	2-12	550-1325	3.1	30-38

A: EXCEPT FOR A 36 FT OBSTRUCTION LOCATED BY AN NOS SURVEY AT 30°23'37.1" N, 081°37'25.6" W
NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

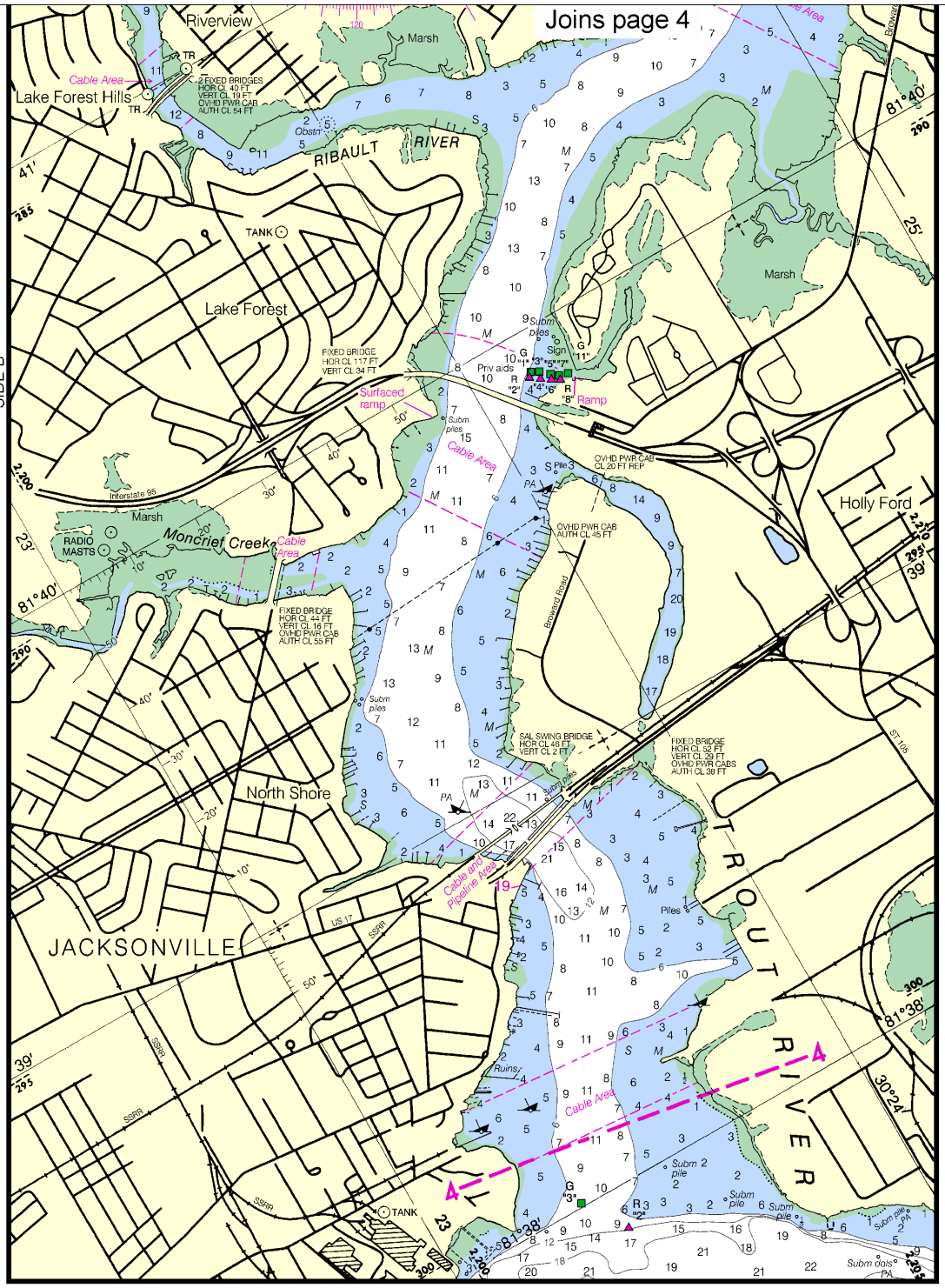
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

JOINS BROWARD RIVER EXTENSION AT RIGHT

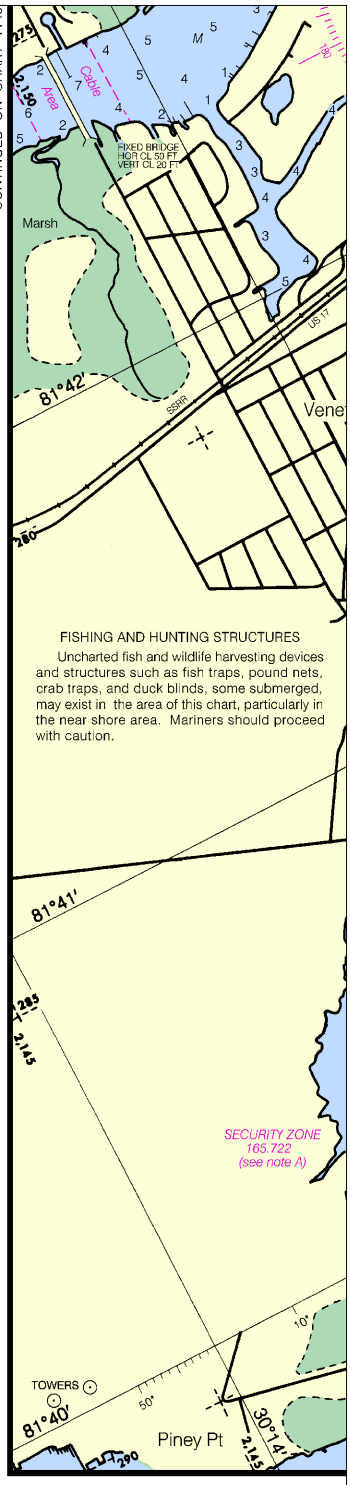


SIDE B

Joins page 4



CONTINUED ON CHART 1149



FISHING AND HUNTING STRUCTURES

Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

11491 38th Ed., Jun/12; Corrected through NM Jun 30/12, LNM Jun 19/12

JOINS PANEL AT RIGHT

Joins page 16

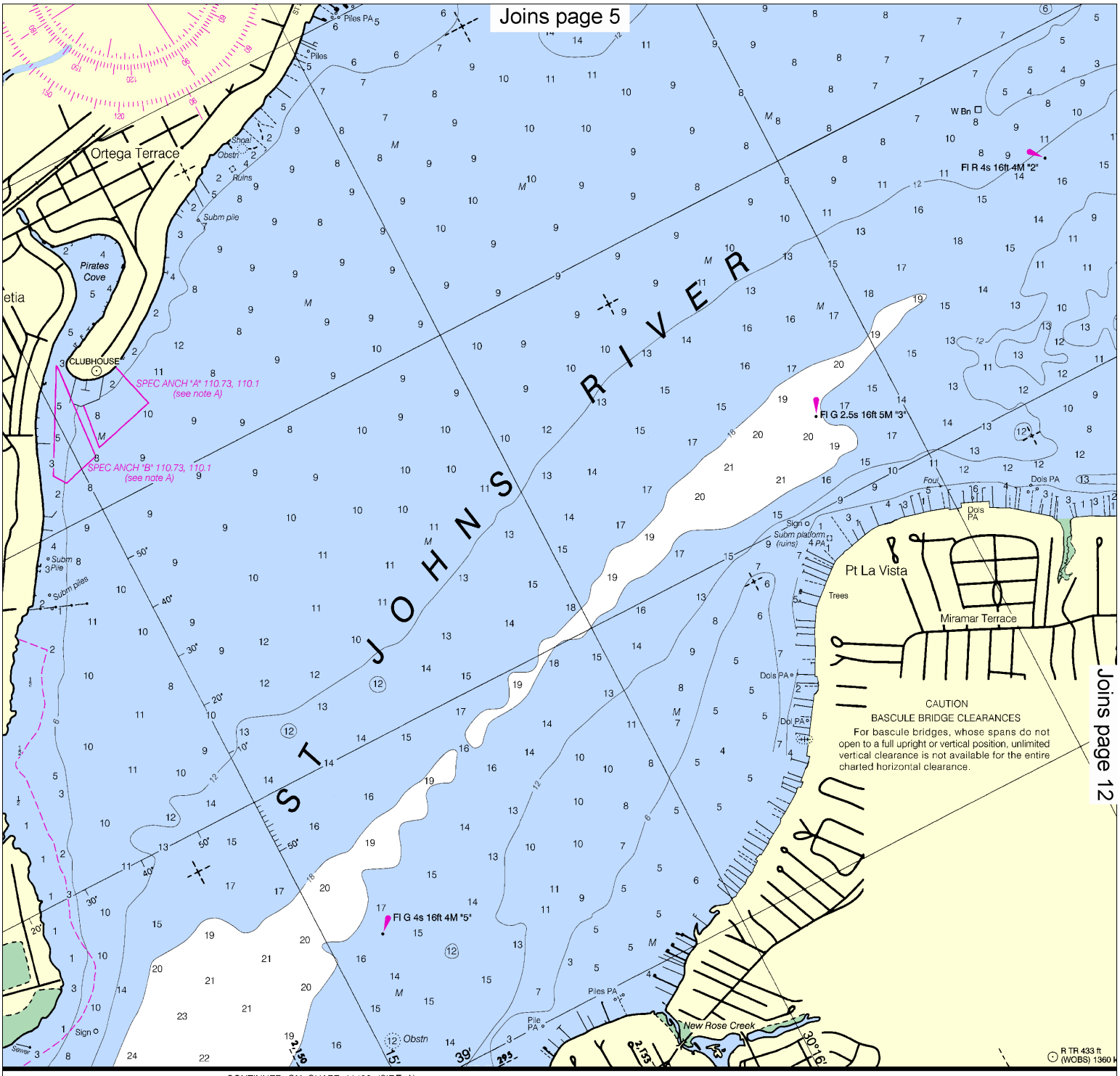
HURRICANES AND TROPICAL STORMS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

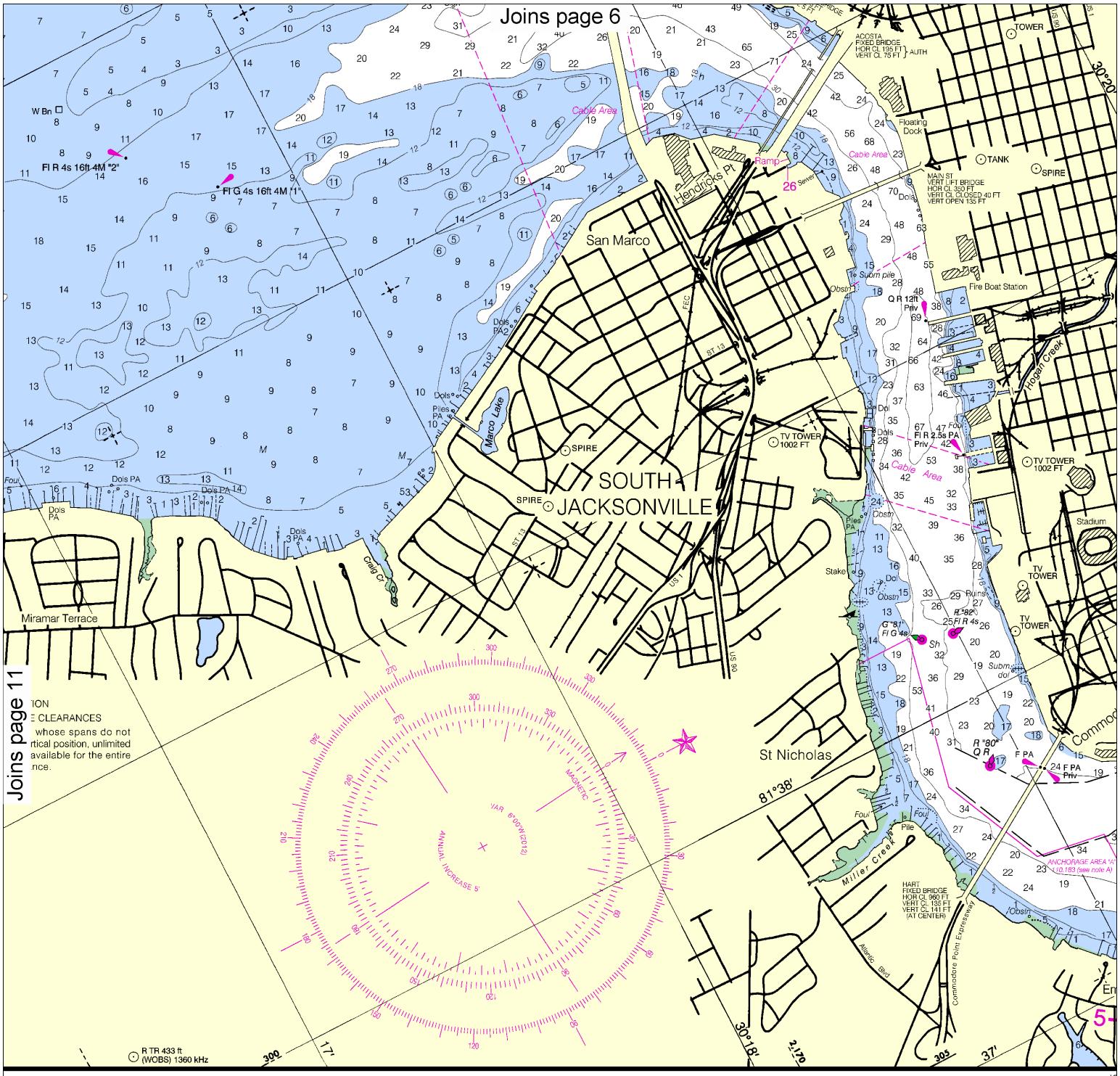


CONTINUED ON CHART 11492 (SIDE A)

ST. JOHNS RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006 AND SURVEYS TO FEB 2012							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH
ST. JOHNS BAR CUT RANGE,							

Joins page 17

DEPTHS	SERVICES
CHART SIDE	APPROACH-FEET (REPORTED)
	ALONGSIDE-FEET (REPORTED)
	BERTHS-MOORINGS-ELECTRIC (TRANSIENTS)
	RAMP SURFACED-NATURAL
	REPAIRS MARINE RAILWAY-FEET
	HULL-MOTOR-RADIO
	LIFT CAPACITY-TONS
	BOAT RENTAL
	CANOE-ROW-MOTOR-KA
	FOOD-LODGING-CAMP
	CHARTER-HOUSE-SAIL
	TOILETS
	PUMP-O



SERVICES	SUPPLIES
BOAT RENTAL	WATER-ICE
LIFT, CAPACITY-TONS	NAUTICAL CHART SALES
MARINE RAILWAY-FEET	GROCERIES-HARDWARE
CANOE-ROW-MOTOR-SAIL	BAIT-TACKLE
CHARTER-HOUSE-SAIL	DIESEL OIL-GASOLINE
FOOD-LODGING-CAMPING	WINTER STORAGE WET-DRY
REPAIRS HULL-MOTOR-RADIO	TOILETS-SHOWERS-LAUNDRY
SURFACED-NATURAL	PUMP-OUT STATION
INGS-ELECTRIC	

NOTE X

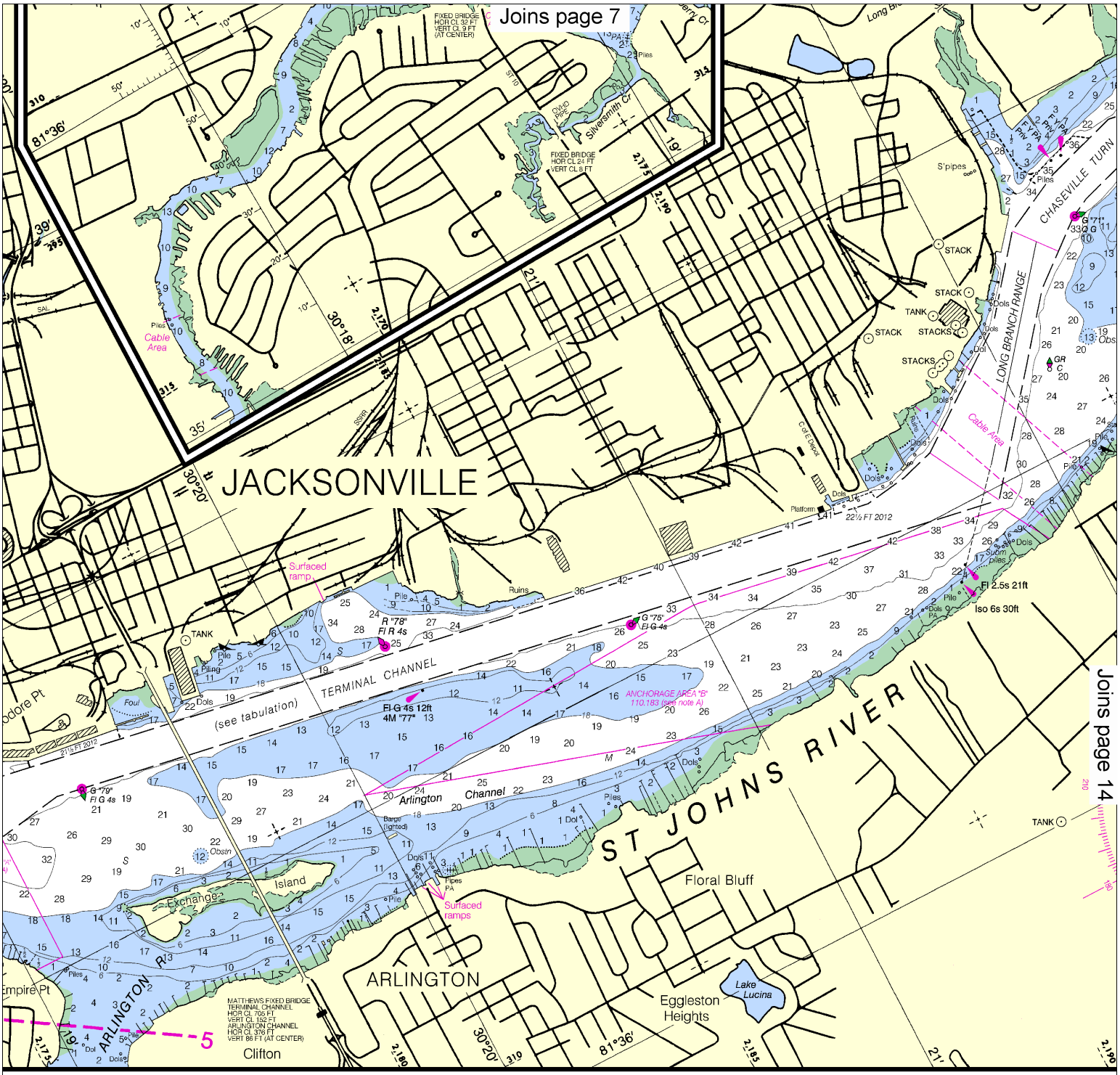
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



JOINS ARLINGTON RIVER EXTENSION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as

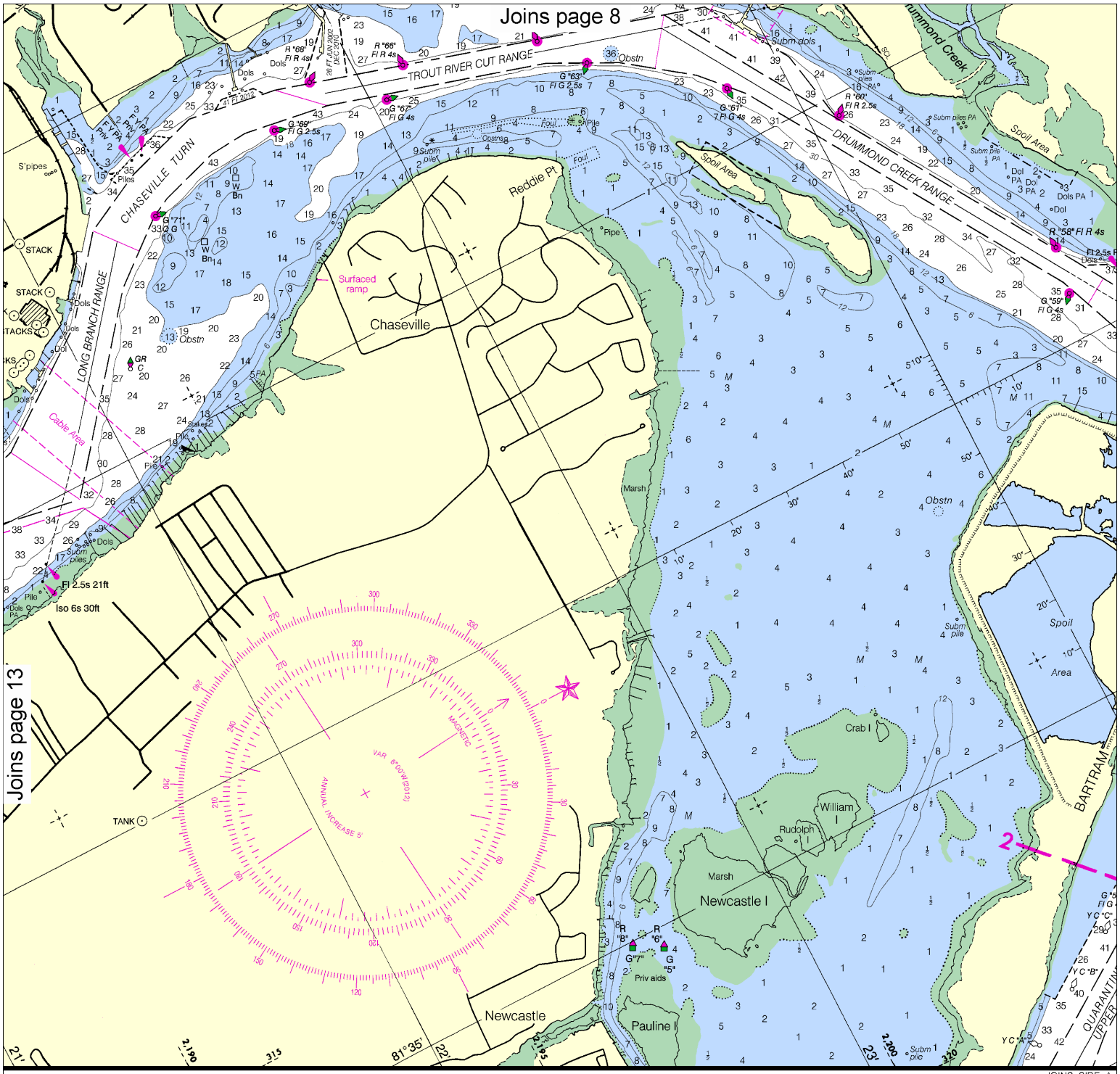
INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

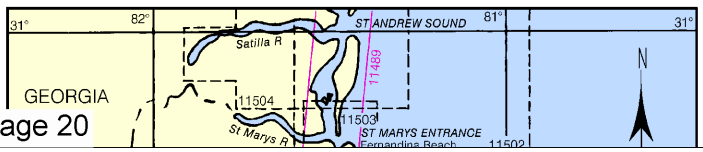
Aids to navigation marking the Intracoastal Waterway mbols to distinguish them from aids

MARINE WEATHER FORECAS
NATIONAL WEATHER SERVIC

CITY	TELEPH
Jacksonville, FL	*(90



NAUTICAL CHART DIAGRAM



Joins page 20

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

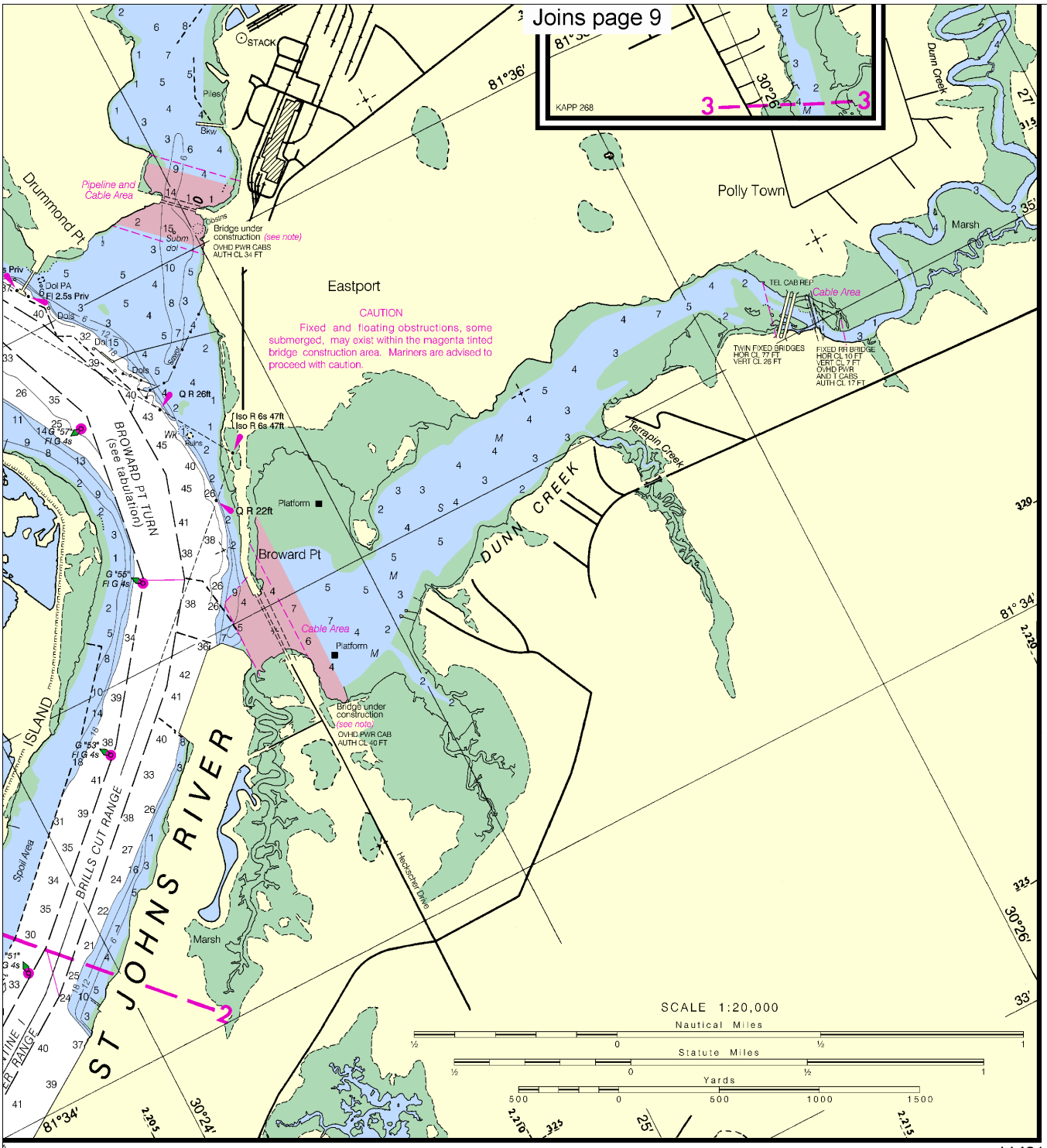
CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



11491

SIDE B

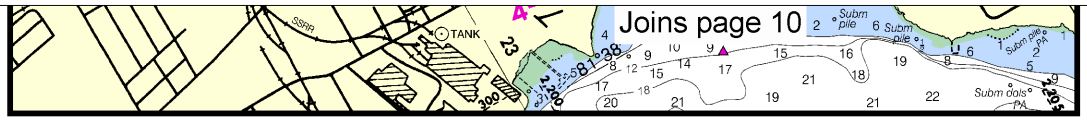
Mercator Projection
Scale 1:20,000 at Lat. 30°20'

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

North American Datum of 1983
(World Geodetic System of 1984)

Joins page 21

NAUTICAL CHART 11491



JOINS PANEL AT RIGHT

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

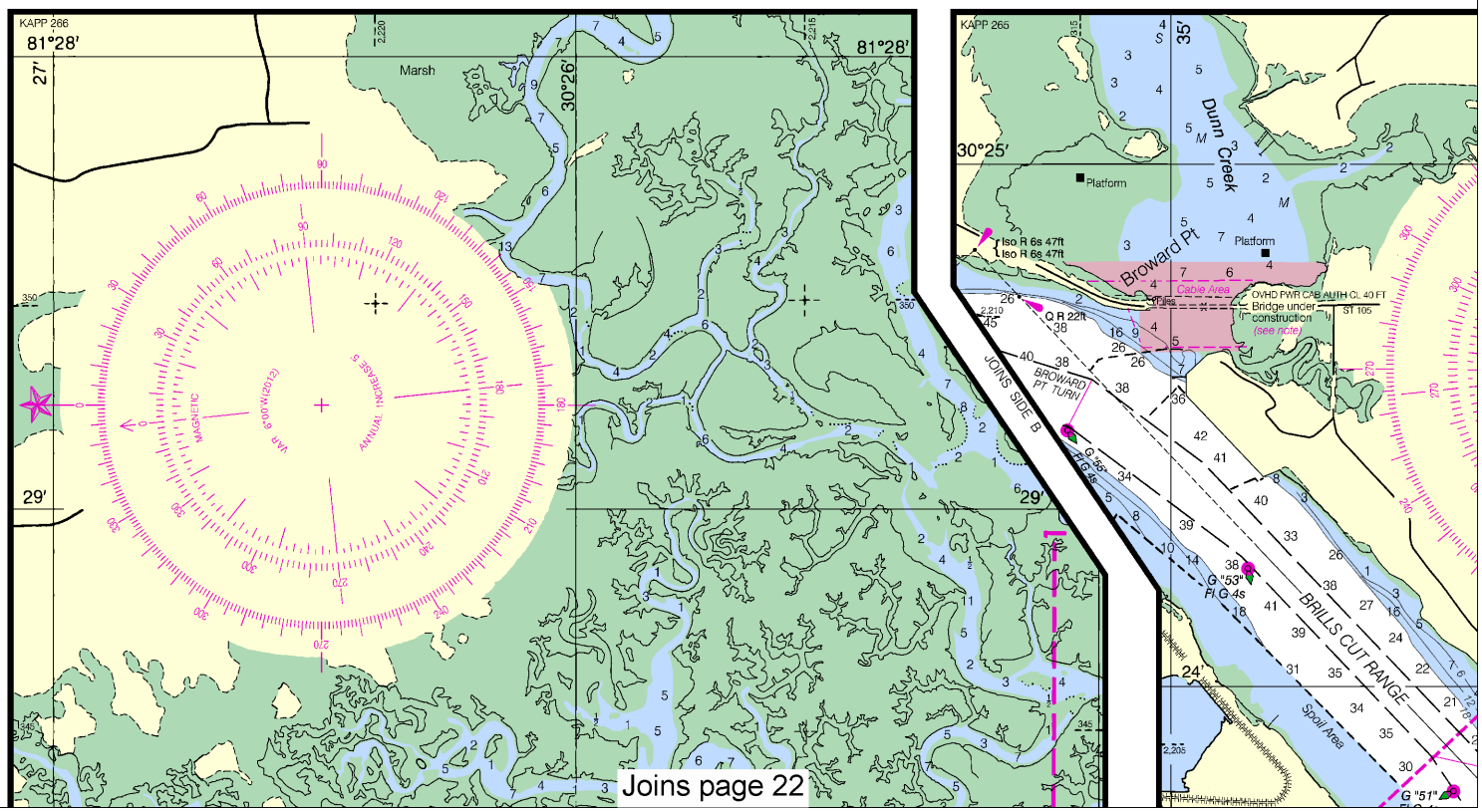
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

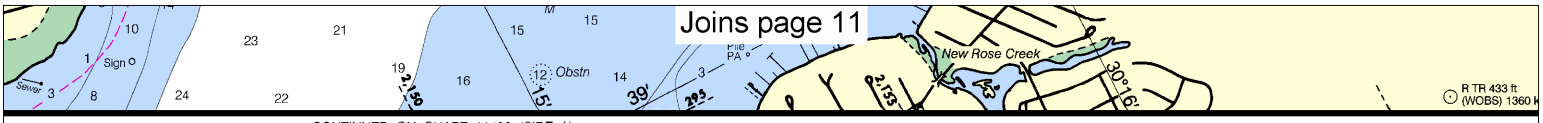


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



CONTINUED ON CHART 11492 (SIDE A)

ST. JOHNS RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2006
AND SURVEYS TO FEB 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
ST. JOHNS BAR CUT RANGE, EAST SECTION	43.5	48.5	46.5	47.6	2-12	800	3.2	42
ST. JOHNS BAR CUT RANGE, WEST SECTION	38.0	38.6	38.5	38.4	2-12	750-800	1.6	40
MAYPORT ENTRANCE CHANNEL	37.0	45.0	47.0	39.0	2-12	500	0.8	42
PILOT TOWN CUT RANGE	35.3	41.6	43.2	42.3	2-12	850-900	0.9	40
MAYPORT CUT RANGE	43.0	42.3	42.0	42.7	2-12	1025	0.5	40
SHERMAN CUT RANGE	43.2	43.2	42.8	38.2	2-12	625	0.4	40
MILE POINT LOWER RANGE AND TURN	41.2	41.5	38.7	36.0	2-12	625	0.8	40
TRAINING WALL REACH	40.0	41.4	41.7	39.6	2-12	475-625	1.2	40
SHORT CUT TURN	38.5	42.0	42.3	41.6	2-12	525-575	0.5	40
WHITE SHELLS CUT RANGE	38.0	40.0	42.1	42.1	2-12	525-900	0.7	40
ST. JOHNS BLUFF REACH	39.0	41.2	39.9	40.2	2-12	600-750	0.7	40
DAMES PT.-FULTON CUTOFF	36.4	39.5	39.1	39.1	2-12	475-875	2.5	40
DAMES PT. TURN	39.5	42.0	41.2	41.6	2-12	875-1175	0.4	40
QUARANTINE I. UPPER RANGE	38.3	41.0	42.6	39.7	2-12	525-950	0.8	40
BRILLS CUT RANGE	35.5	41.3	41.4	38.2	2-12	425-600	1.0	40
BROWARD POINT TURN	31.1	35.3	42.4	42.2	2-12	475-925	0.8	40
BLOUNT ISLAND CHANNEL	29.4	33.4	33.7	33.0	2-12	300-1000	1.8	38
BLOUNT ISLAND EAST CHANNEL	19.5	21.5	20.4	15.0	2-12	300	0.9	30

NOTE: THE RANGE LIGHTS DO NOT IN EVERY INSTANCE MARK THE CENTERLINE OF THE CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

NO	SMALL CRAFT FACILITY	DEPTHS CHART SIDE	DEPTHS APPROACH-FEET (REPORTED)	DEPTHS ALONGSIDE-FEET (REPORTED)	SERVICES BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	SERVICES RAMP	SERVICES REPAIRS	SERVICES SURFACED-NATURAL	SERVICES MARINE RAILWAY-FEET	SERVICES HULL-MOTOR-RADIO	SERVICES LIFT CAPACITY-TONS	SERVICES BOAT RENTAL	SERVICES CANOE-ROW-MOTOR-KAYAK	SERVICES CHARTER-HOUSE-SAIL	SERVICES FOOD-LODGING-CAMP	SERVICES TOILETS	SERVICES PUMP-O
19	TRAVIS BOATING CENTER	B	6	6	B E	S	HMR		30								
22	MARINA AT ORTEGA LANDING	B	6	6	B E				25								
24	LAMB'S YACHT CENTER	B	4.5	7	B E		HMR		50								
26	RIVER CITY MARINA	B	20	13	B E	S	H R					M					
20	FORT GEORGE ISLAND MARINA	A	10	10	B E												

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART E
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NA
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUM

CAUTION

This chart has been corrected from the Notice to Mariners (I weekly by the National Geospatial-Intelligence Agency and the L Mariners (LNM) issued periodically by each U.S. Coast Guard dates shown in the lower left hand corner. Chart updates correcte Mariners published after the dates shown in the lower left hand corner nauticalcharts.noaa.gov.

FACILITIES

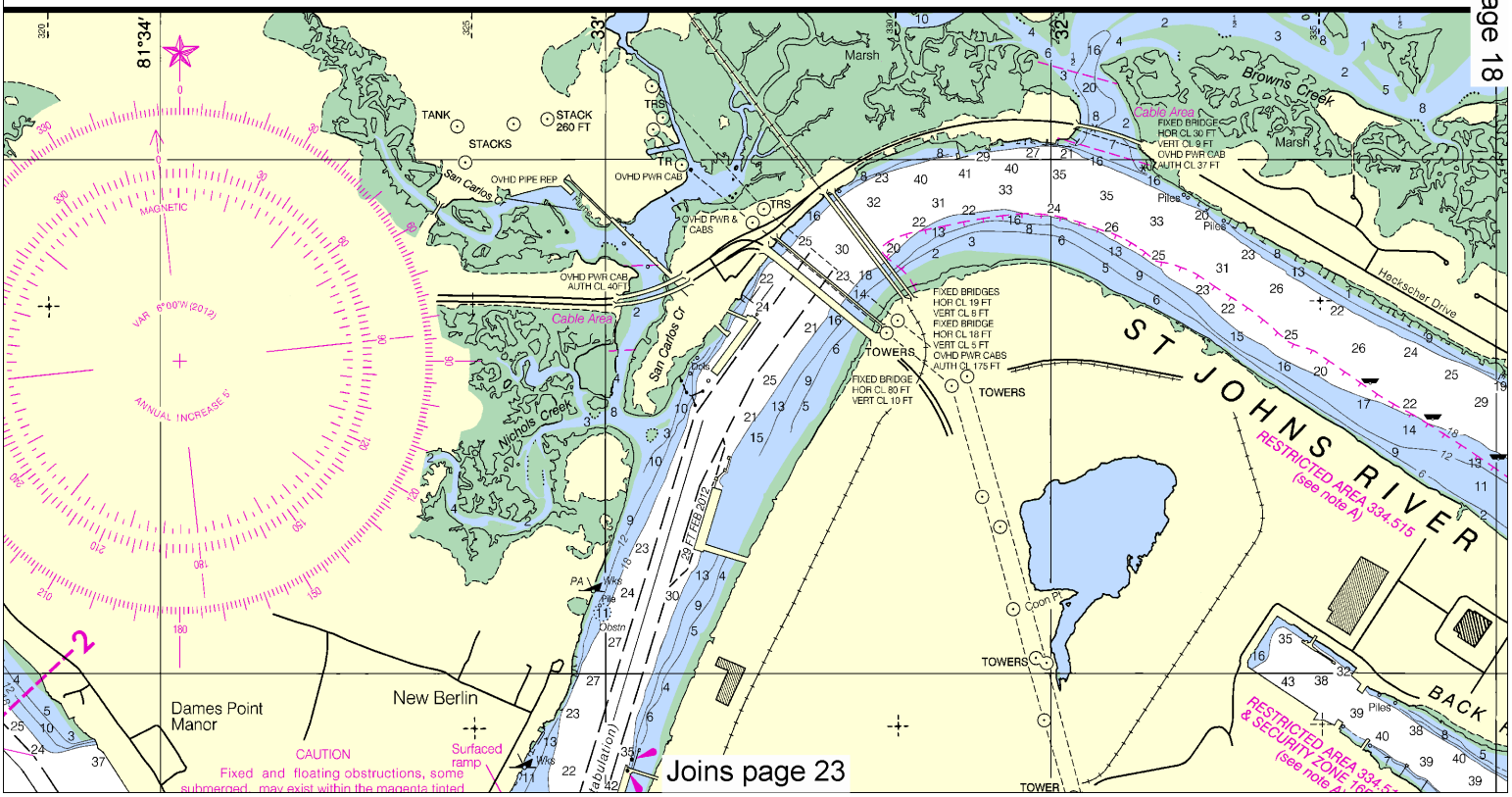
Locations of public marine facilities are shown by large mag with leaders and refer to the facility tabulation.

INTRACOASTAL WATERWAY

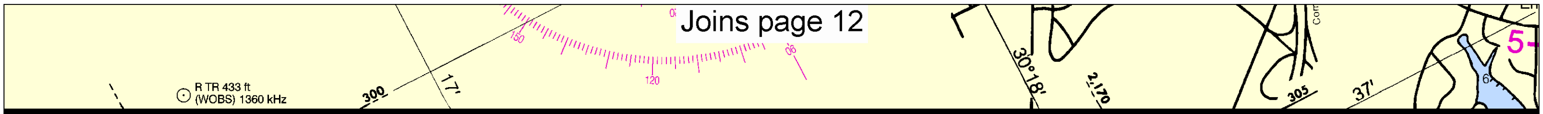
The project depth is 12 feet from Fernandi Beach to Fort Pierce, then 10 feet to Miam The controlling depths are published per ically in the U.S. Coast Guard Local Notic Mariners.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.



Joins page 12



	SERVICES						BOAT RENTAL				SUPPLIES					
	ED)	S) / NGS-ELECTRICITY	SURFACED-NATURAL	REPAIRS HULL-MOTOR-RADIO	MARINE RAILWAY-FEET	LIFT CAPACITY-TONS	CANOE-ROW-MOTOR-KAYAK	CHARTER-HOUSE-SAIL	FOOD-LODGING-CAMPING	TOILETS-SHOWERS-LAUNDRY PUMP-OUT STATION	WINTER STORAGE WET-DRY	NAUTICAL CHART SALES	WATER-ICE	GROCERIES-HARDWARE	BAIT-TACKLE	DIESEL OIL-GASOLINE
	6	B E	S	HMR		30			F	TS P	D	C	W	GH	BT	DG
	6	B E				25			F	TSP			WI			G
5	7	B E		HMR		50				TSP	W	C	WI	H	T	DG
)	13	B E	S	H R			M	C S	FL	TSLP	W		WI	H		DG
)	10	B E							F	TSLP	WD		WI	H	T	DG

MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
S THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
N" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

CAUTION

n corrected from the Notice to Mariners (NM) published
Geospatial-Intelligence Agency and the Local Notice to
l periodically by each U.S. Coast Guard district to the
er left hand corner. Chart updates corrected from Notice to
the dates shown in the lower left hand corner are available at

FACILITIES

marine facilities are shown by large magenta numbers
o the facility tabulation.

INTRACOASTAL WATERWAY

project depth is 12 feet from Fernandina
ort Pierce, then 10 feet to Miami.
rolling depths are published period-
U.S. Coast Guard Local Notice to

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, NC 27612, 919-821-0281.

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BAU), Washington, DC 20593-0001.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

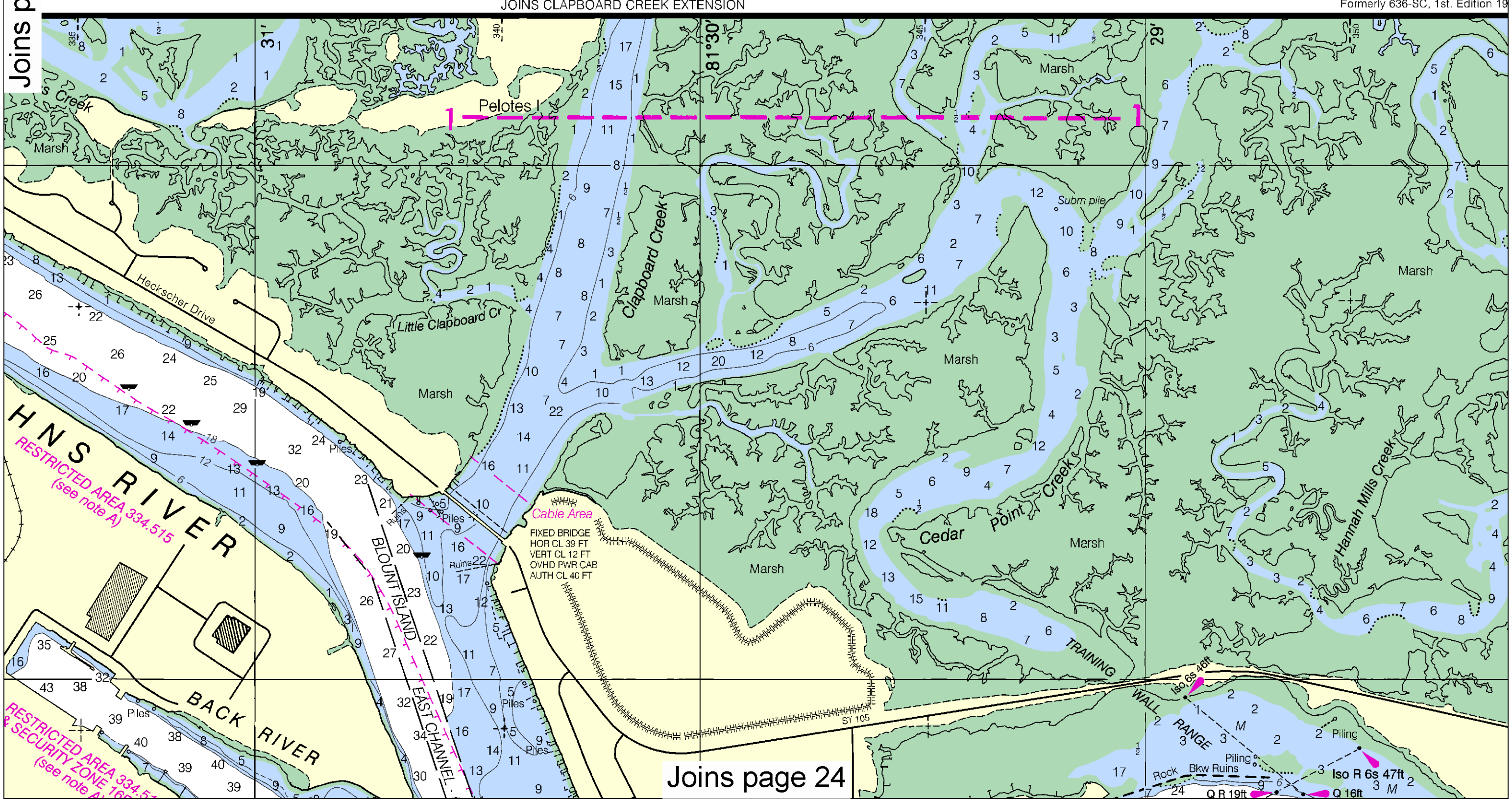
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

JOINS CLAPBOARD CREEK EXTENSION

Formerly 636-SC, 1st. Edition 19

Joins page 17



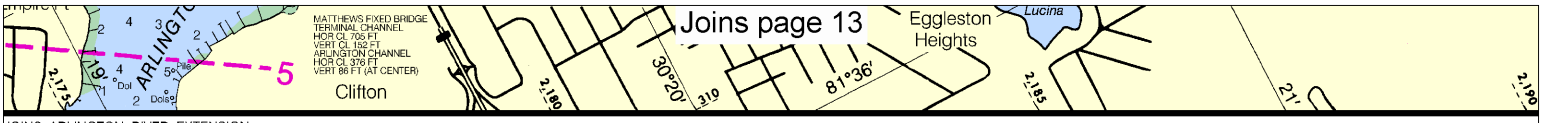
Joins page 24

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:20,000 See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



JOINS ARLINGTON RIVER EXTENSION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

PLANE COORDINATE GRID
(based on NAD 1927)

The Florida State plane coordinate grid (East Zone) is indicated on this chart at 5,000 foot intervals thus: -|-
The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MARINE WEATHER FORECAS
NATIONAL WEATHER SERVIC

CITY	TELEPH
Jacksonville, FL	*(90

*Recording (24 hours daily)

NOAA WEATHER RADIO BRO

CITY	ST
Jacksonville, FL	KH

BROADCASTS OF
BY MA

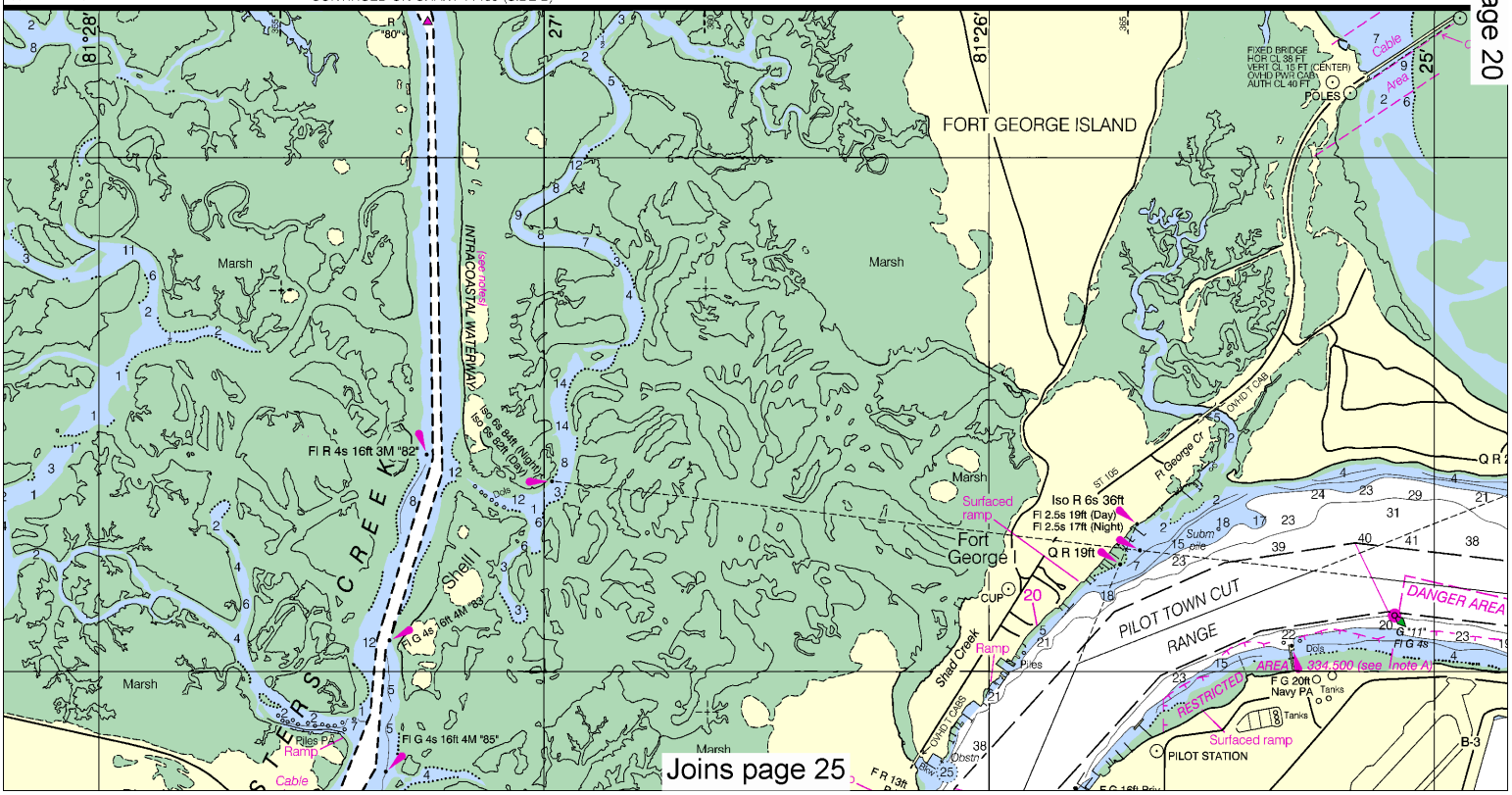
CITY	STATION
Mayport, FL	NMA-10

*Preceded by announcement

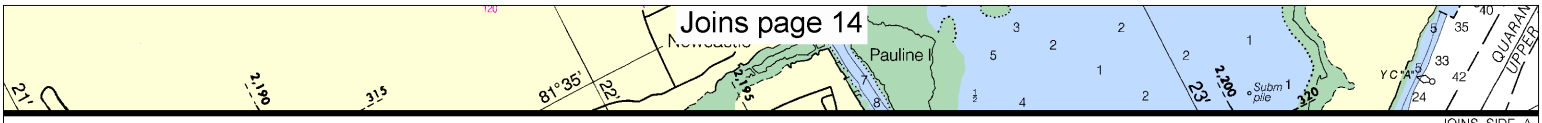
Distress calls for small
channel 16 (156.800 MI

1964 KAPP 265

CONTINUED ON CHART 11489 (SIDE B)



Joins page 14



JOINS SIDE A

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Jacksonville, FL	*(904) 741-4311	8:30 AM-5:00 PM (Mon.-Fri.)

*Recording (24 hours daily)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Jacksonville, FL	KHB-39	162.550	24 hours daily

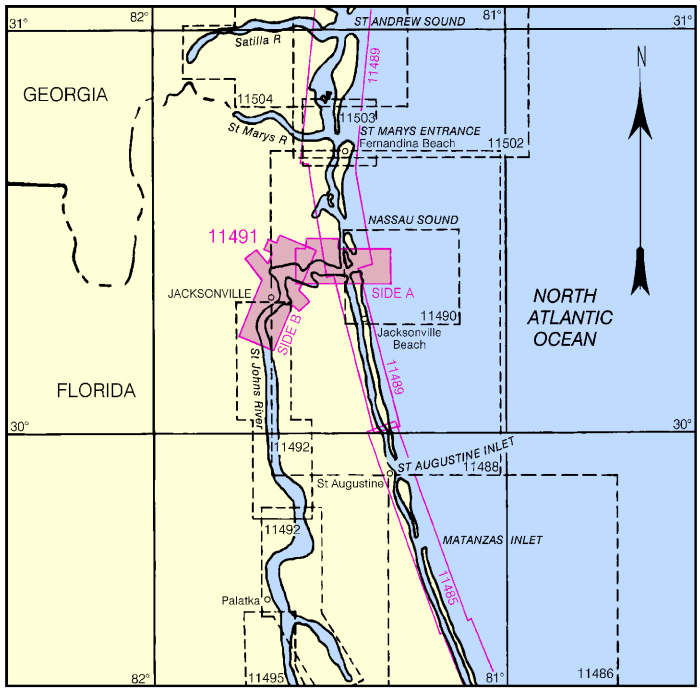
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
Mayport, FL	NMA-10	2670 kHz	1:20 AM & PM	*On receipt
		157.100 MHz	7:15 AM, 5:15 PM	*On receipt

*Preceded by announcement on 2182 kHz / 156.800 MHz

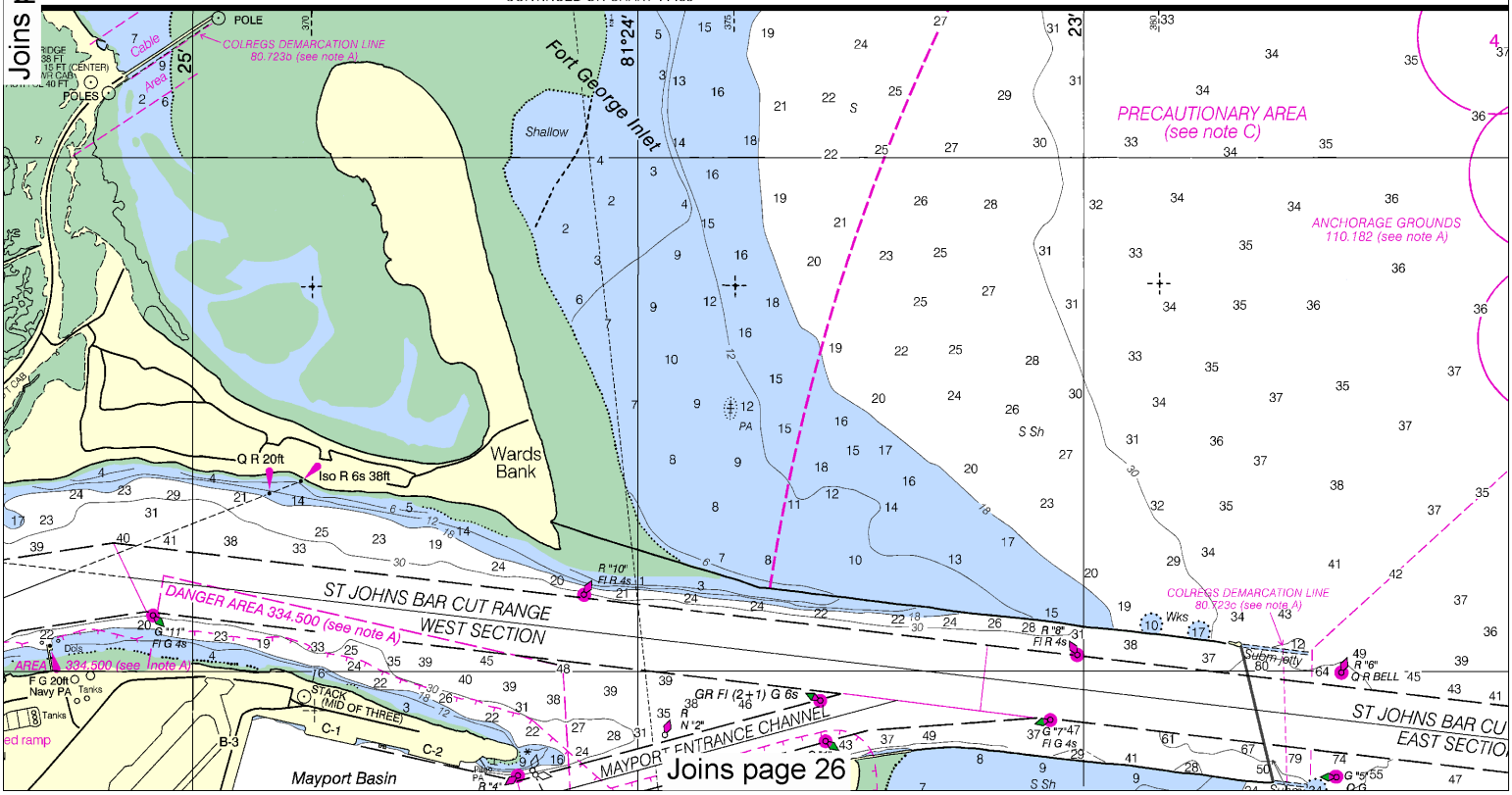
Distress calls for small craft are made on 2182 kHz or channel 16 (156.800 MHz) VHF.

NAUTICAL CHART DIAGRAM



Joins page 19

CONTINUED ON CHART 11488



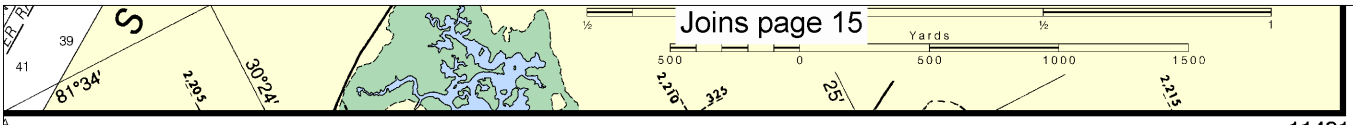
Joins page 26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



11491

Mercator Projection
Scale 1:20,000 at Lat. 30°20'

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

North American Datum of 1983
(World Geodetic System of 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.861" northward and 0.661" eastward to agree with this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NAUTICAL CHART 11491

THE NATION'S CHARTMAKER SINCE 1807

FLORIDA

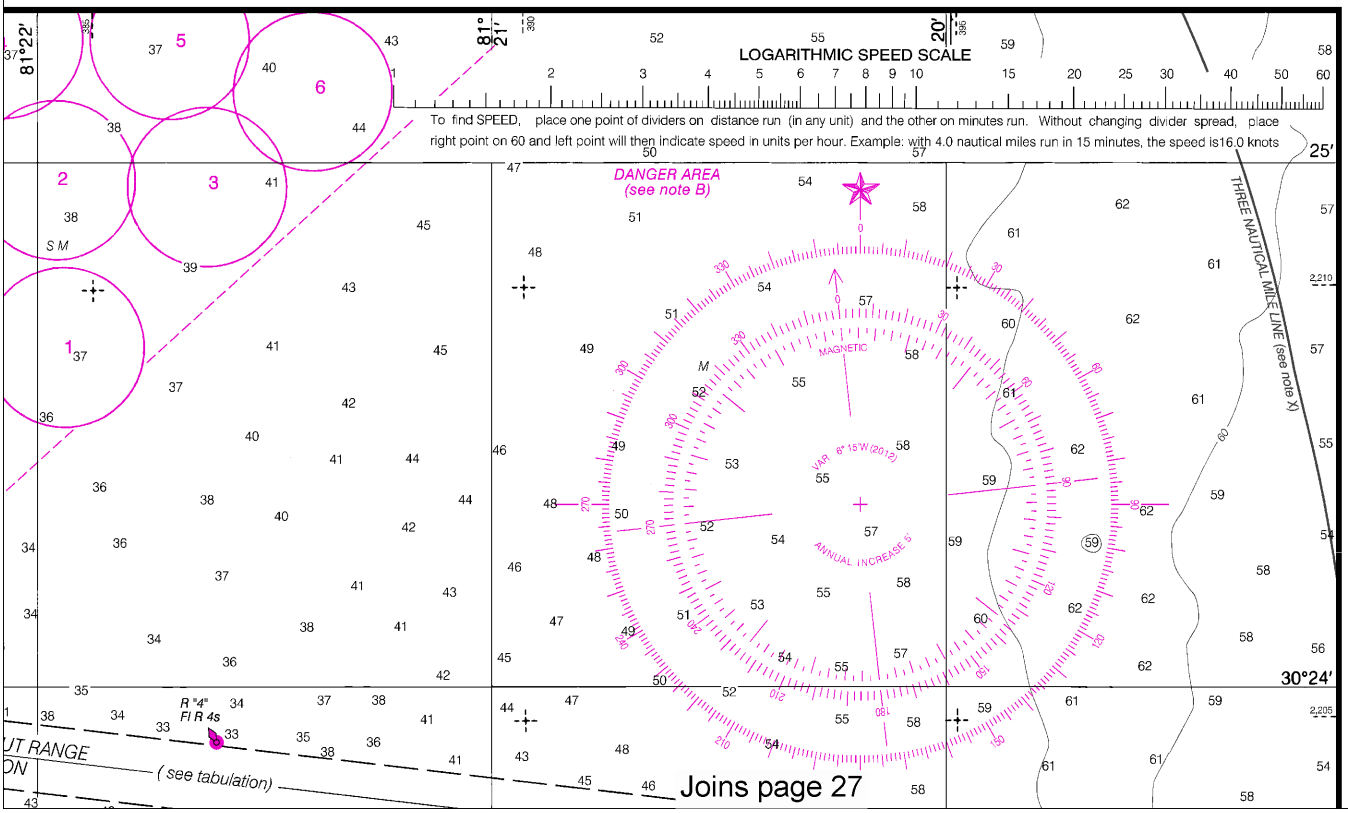
ST JOHNS RIVER
ATLANTIC OCEAN TO JACKSONVILLE

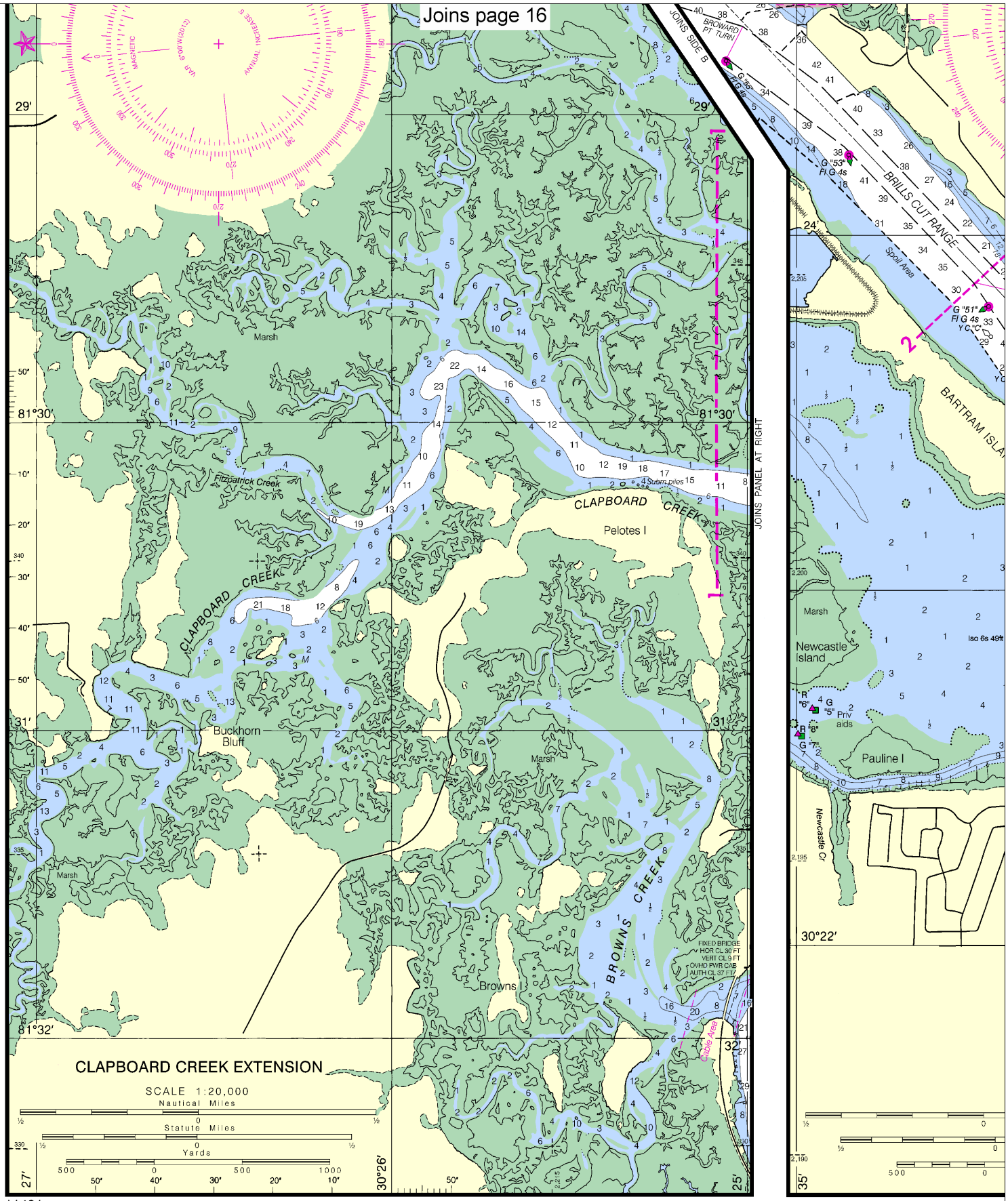
NSN 7642014010153
NGA REFERENCE NO. 11AHA11491

ED. NO. 38

Chart 11491 38th Ed., Jun/12 ■
Corrected through NM Jun 30/12, LNM Jun 19/12

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





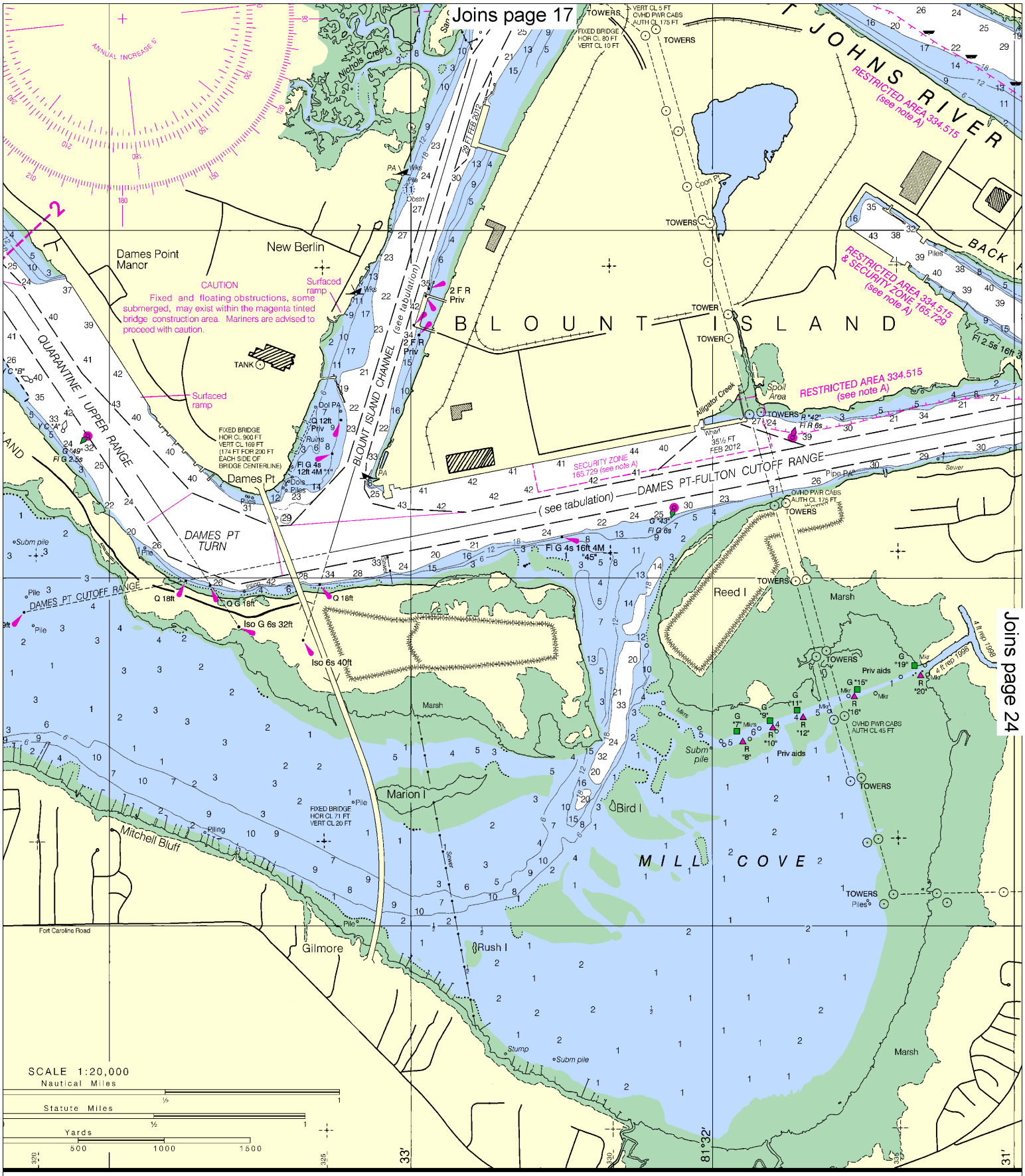
11491 38th Ed., Jun/12; Corrected through NM Jun 30/12, LNM Jun 19/12

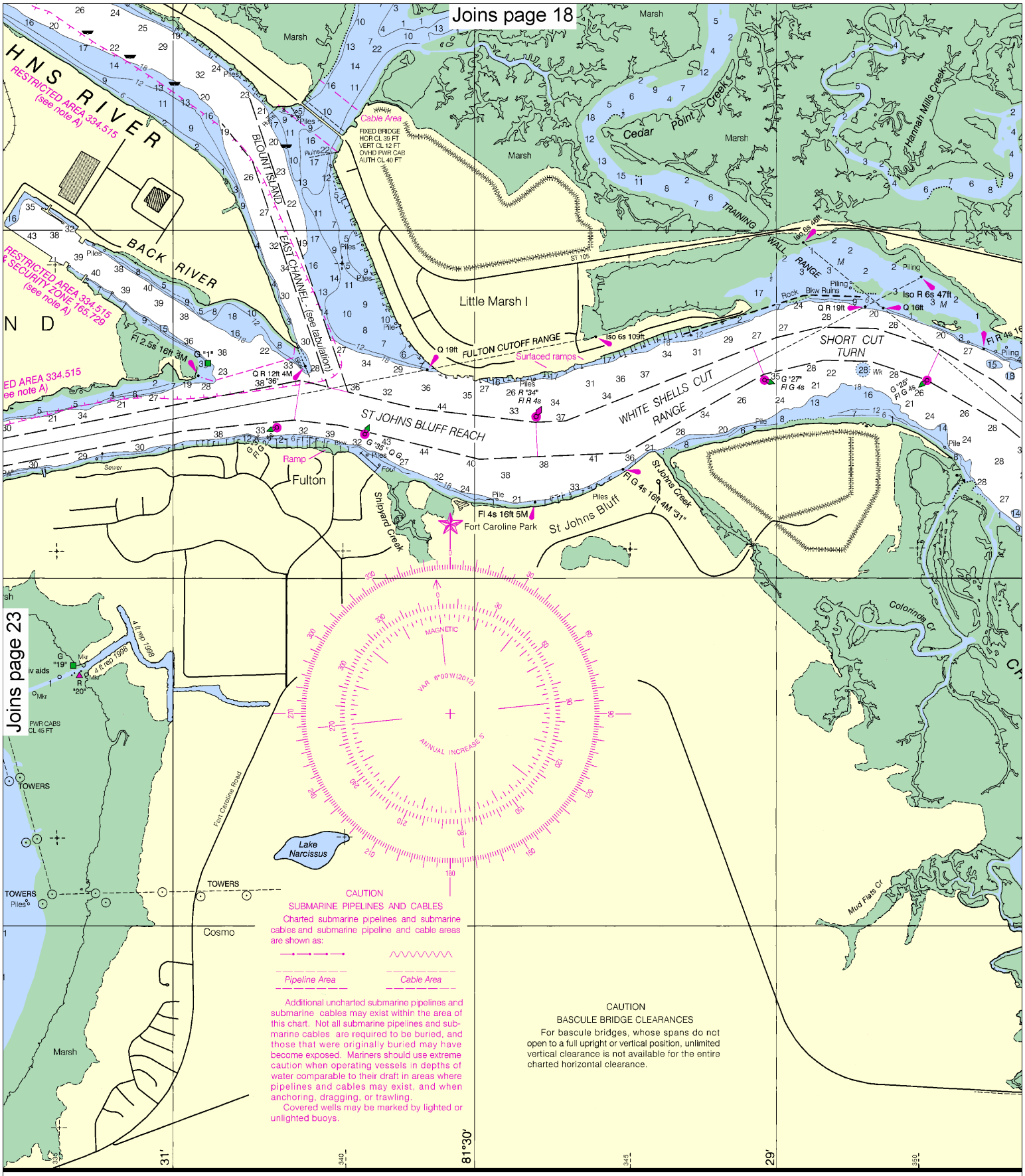
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 17
Joins page 24
ST JOHNS RIVER
RESTRICTED AREA 334.515 (see note A)
BACK R
RESTRICTED AREA 334.515 & SECURITY ZONE 165.729 (see note A)
BLOUNT ISLAND
Dames Point Manor
New Berlin
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
Surfaced ramp
TANK
QUARANTINE / UPPER RANGE
BLOUNT ISLAND CHANNEL (see tabulation)
FIXED BRIDGE HOR CL 900 FT VERT CL 168 FT (174 FT FOR 200 FT EACH SIDE OF BRIDGE CENTERLINE)
Dames Pt
DAMES PT TURN
DAMES PT-FULTON CUTOFF RANGE (see tabulation)
SECURITY ZONE 165.729 (see note A)
RESTRICTED AREA 334.515 (see note A)
Alligator Creek
Spoil Area
Wharf
35½ FT FEB 2012
Reed I
Marsh
Priv aids
OVHD PWR CABS AUTH CL 175 FT
OVHD PWR CABS AUTH CL 45 FT
DAMES PT CUTOFF RANGE
Iso G 6s 32ft
Iso 6s 40ft
Fl G 4s 16ft 4M
Marion I
Bird I
Mitchell Bluff
FIXED BRIDGE HOR CL 71 FT VERT CL 20 FT
MILL COVE
Fort Caroline Road
Gilmore
Rush I
Stump
Subm pile
SCALE 1:20,000
Nautical Miles
Statute Miles
Yards
500
1000
1500
33'
81°32'
31'



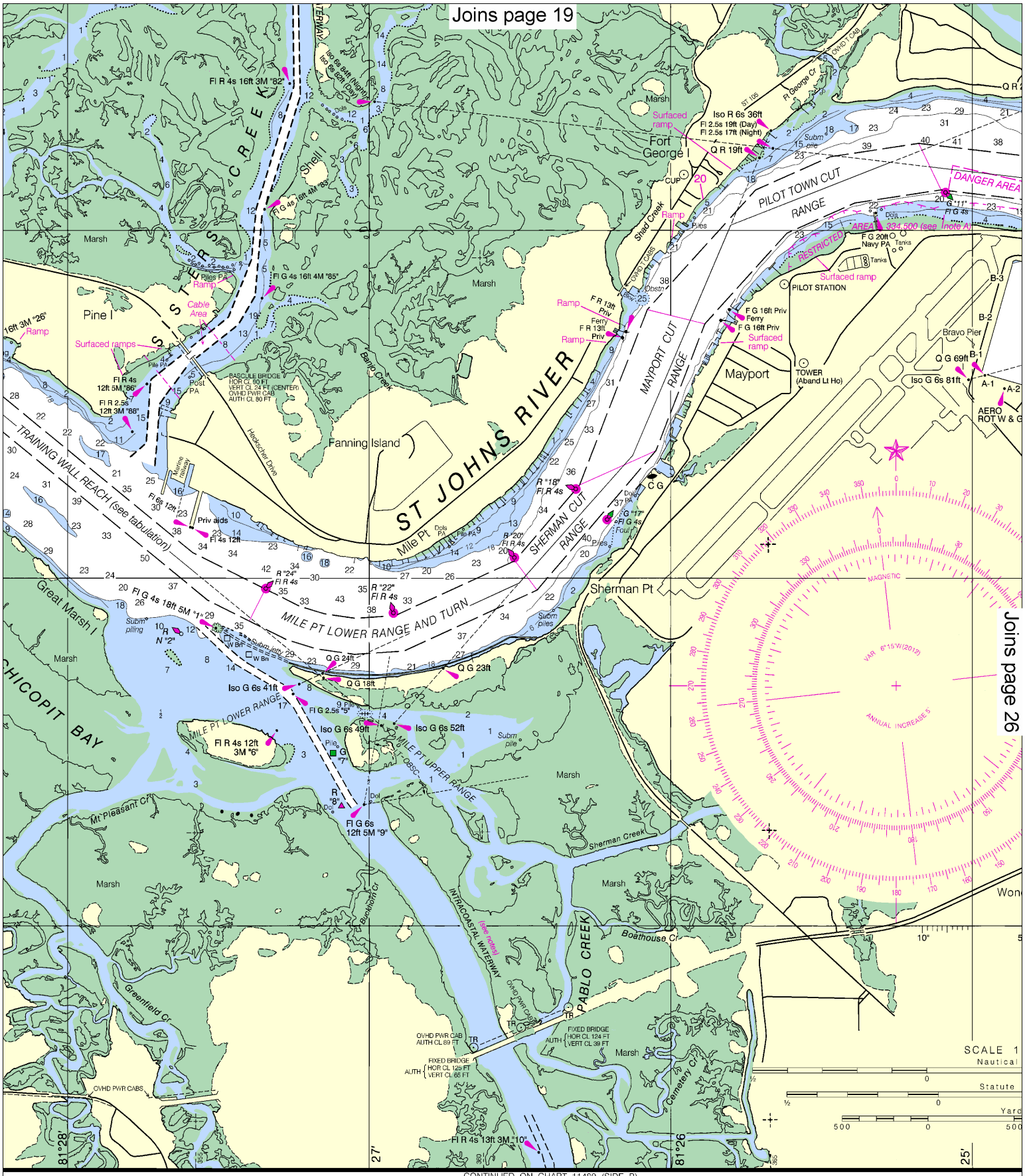
24

Note: Chart grid lines are aligned with true north.

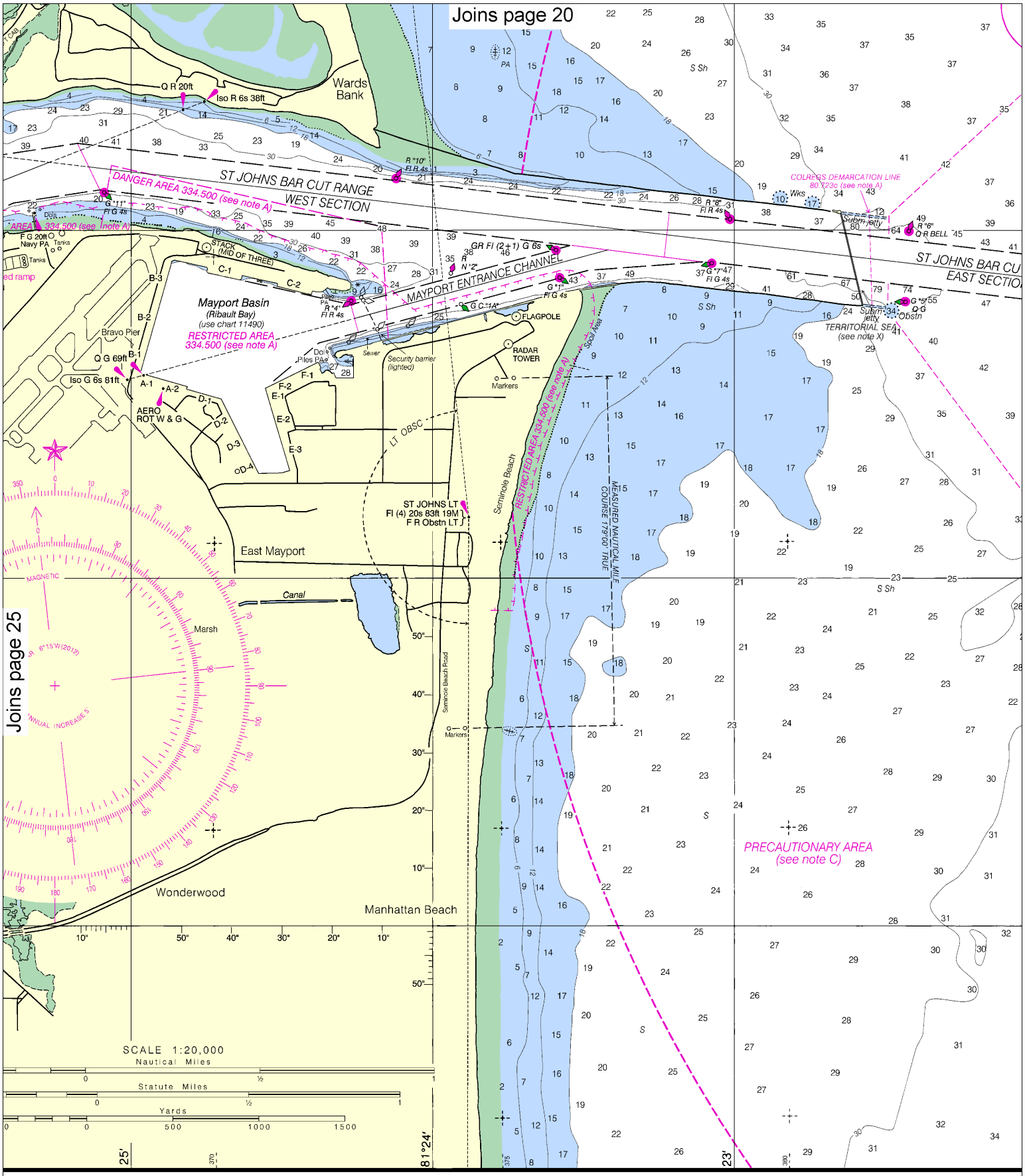
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



CONTINUED ON CHART 11489 (SIDE B)



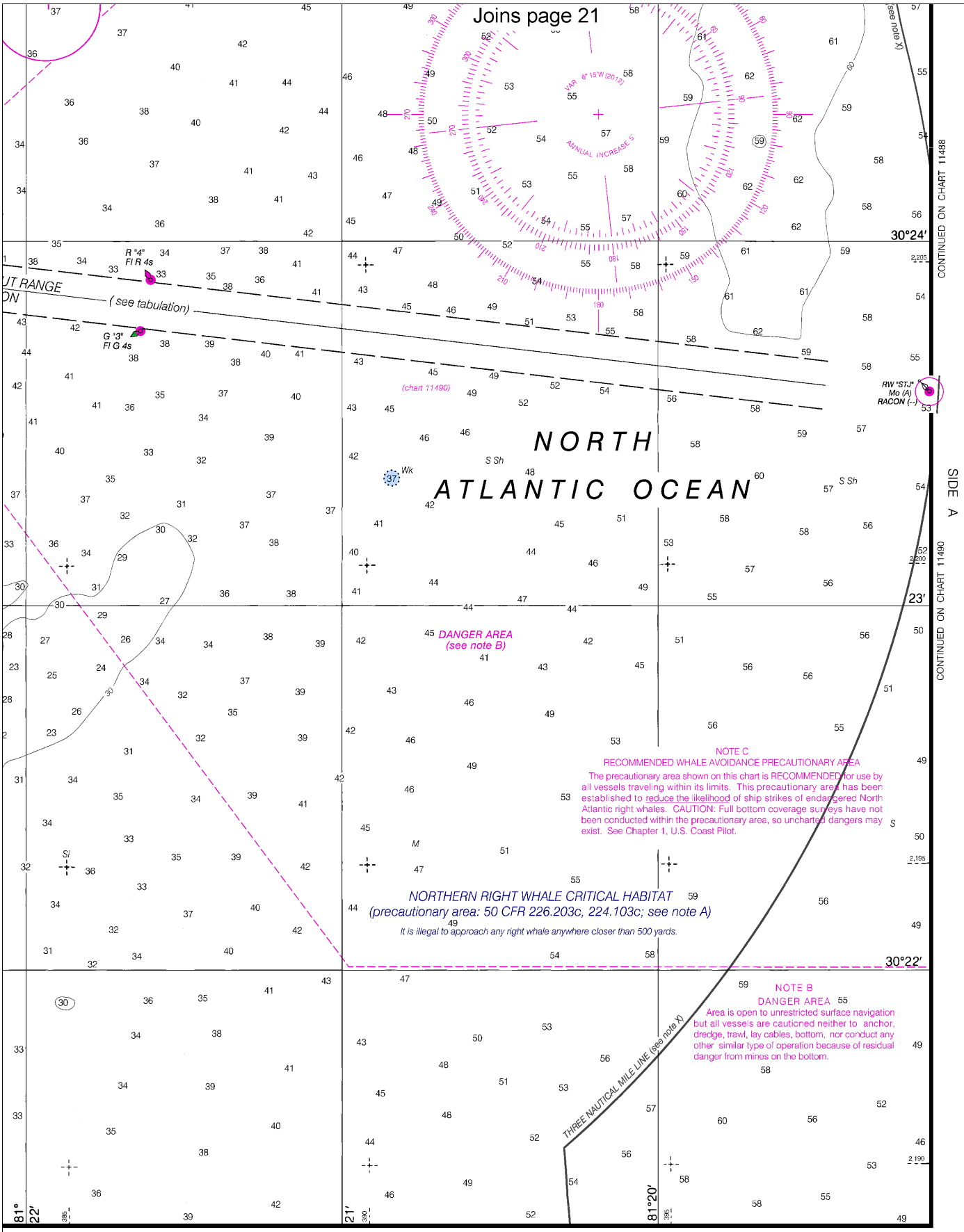
26

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 21
VAR 8° 15'W (2012)
ANNUAL INCREASE 5'
(see note X)
30°24'
CONTINUED ON CHART 11438
R "4" Fl R 4s
G "3" Fl G 4s
(see tabulation)
(chart 11490)
RW "STJ" Mo (A) RACON (--)
NORTH
ATLANTIC OCEAN
S Sh
Wk
SIDE A
CONTINUED ON CHART 11490
23'
45 DANGER AREA (see note B)
NOTE C
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA
The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Chapter 1, U.S. Coast Pilot.
NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.
30°22'
NOTE B
DANGER AREA
Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.
THREE NAUTICAL MILE LINE (see note Y)
81° 22'
81°20'
21'
11491

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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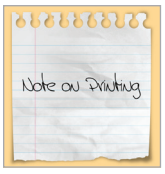

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NOAA's Office of Coast Survey The Nation's Chartmaker